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ANDREW HULL FOOTE

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THE PAPERS OF
ANDREW HULL FOOTE

1838-1863

In 3 Volumes

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Chapter XX.

Mayland in Liberia - Cape Palmas - Fall,
~~Russians~~ ^{and} Cassowary - Character of the natives
at Berea by the U. S. squadron - Line of packet -
Proposal of independence - Illustrations of the Colo-
nizing scheme - Christian Missions.

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Chapter XX.

The Maryland Colonization Society resolved to establish a colony at Cape Palmas. Dr. James Hall their Agent secured the consent of the chiefs to cede the required territory, without employing the wretched medium of beer. These kings, to their credit, have retained sensible names of their own, redolent of good taste and patriotism, being Parrmah, Weakbole and Paphio. As ^{has ever been done by} well wiser people ~~have done so~~ on that coast a fort was expeditiously erected, overlooking in a permanent way the native villages and the anchorage; since it is not for a time at least safe to trust the ^{affairs} natives to ~~manage~~ ^{the} conscience of the natives.

Cape Palmas is well suited for such an establishment. The climate is as good as ^{any in tropical} ~~any in tropical~~ ^{any in tropical} Africa. This Cape itself is a small elevation, a circulated hill, sloping down towards the continent into the general expanse of wooded plain or forest. Thence to the north and east back of the Cape stretches out into a wide fertile flat, the waters of which drain towards the long line of sea beach, ~~receiving~~ ^{which} receiving the heavy surf of the equatorial Atlantic. The surf throws a long culwark of sand along the mouth of the fresh water stream, and ^{chokes} ~~chokes~~ them in a lagoon of ten miles in length, by about quarter of a mile in breadth. This water is fresh or brackish according as either element gains the mastery, and serves the natives as a precious and fruitful fish pond.

By this region, a tract extending about twenty miles along the seashore and as much inland, was, by purchase, brought under the jurisdiction of the Maryland Society. Provision was made for retaining the native resident natives on the lands.

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of African

A.C.C.

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which seemed in its nature singularly promising. This
conducted in establishing a joint stock trading company
or a packet line for carrying out emigrants and returning
with produce. It was expected that the colored people of
the state ~~would~~ ^{would} to some considerable extent, in-
vest ~~something~~ ^{capital} in them. With these expectations the
"Liberia Packet" was launched in 1846, and made
many voyages. It was found necessary to increase
the size of vessels thus employed, but these operations
were checked by the wreck of the "Ralph Croft." It was
also found that comparatively little interest in this
undertaking was awakened among the colored pop-
ulation, or that they had not the means for ^{investing} ~~investing~~
in it, as only about one eighth of the whole amount of
stock was held by them. It is however an incident of
value in the history of Africa, that through facilities thus
afforded, many emigrants recruited this country
for short periods, and thus established a return line
of intercourse, enquiry or trading, which binds Africa
more strongly to this land.

A movement for the elevation of the colony into an independent state has been made by the people at Lake ^{Palmar} ~~Chesapeake~~, and a commission has visited this country to make arrangements for the purpose. That there be full political independence granted to this people, is requisite, ~~as~~ an element of the great achievement now going on. This contemplates something far higher than creating merely a refuge for blackmen or sticking on a patch of colored Province on the coast of Africa like an ^{ill} assorted graft, for which the old stock is more the better. Liberia is the restoration of the African in his highest intellectual condition to that country in which his condition had become the most degraded. The question is to ^{be} settle ^{together} that condition. ~~into~~ Can he be reclaimed, ~~and~~ ^{or} improved ~~so~~ that he may keep pace with the rest of the world.

It is a necessary element in this proceeding
that he be self-governing. It is to the establishment
of this point that all men look ~~to settling~~ ^{settling} ^{settles}
to settle the question, whether negro races are

Men were Asiatics or Europeans, rather than Africans; the great desert being properly the northern boundary of the African race. The African, has never reached in fact, until the settlement of Liberia, a higher rank than a king of Dahomey, or the inventor of the last formidable grisgis to prevent the seed from stealing upon plumes. The philosopher among them has caught sight of the mysteries of nature; no poet has illustrated heaven or earth or the life of man; no statesman has done any thing to lighten or brighten the links of human policy. In fact if all that Negroes of all generations ^{have} ~~done~~, were ^{to be} obliterated from recollection for ever, the world would lose no great truth, no profitable act, ~~and~~ ^{no} ~~is~~ ^{is} exemplary form of life, the loss of all that is African would offer no memorable deduction from any thing, but the earth's black catalogue of crimes. Africa is guilty of the slavery under which she suffered; for her people made it as well as suffered it.

~~But~~ The great experiment therefore is ^{as} the effect of instruction given to such a race from a higher one. It has had its success and failures more. But many patient endeavors must still be used. The heroism of the Missionary is still needed, such men as Mills, Ashmun ~~and~~ ^{and} ~~Wilson~~ ^{Bundy, Payne} will be required to give energy to this work in various forms. But there will be henceforth ^{it is to be hoped} less demand for the experience of American life. There should be friends in the colored people of the United States, ~~the climate~~ ^{with} whom the climate agrees. The sacred supply for African Missions, till in a few years, Liberia itself send them forth with words of life to their brethren throughout the length and breadth of the continent.

Like all sinful men, the African needs faith. But you must dig deeper in him, before you bind any thing to plant it on. The grain of mustard seed needs a very hard soil

Christianity, has, with scathful kindness, been seeking to penetrate Africa from various points of the coast. Abyssinia has long professed the Christian faith, although in a corrupt form; the Church and that of Egypt must fall soon fall under the influence of the line of communication through the ^{Red Sea} ~~Red Sea~~. English missionaries are at Zanzibar, and have brought to light, by their explorations, in the interior, the group of mountains which have raised raise their snowey heads south of the Equator in that neighborhood. ~~These~~ missionaries ^{from the same country} are also to be found at Sierra Leone and in the West of Benin. From the extremity of the continent they have in conjunction with those of five other nations been penetrating all the interior of the South angle.

The United States have also missionaries, at four or five points. There are those of the Liberian republic, Cape Palmas, and the ^{places} ~~the~~ ^{different} ~~different~~ ^{missions} ~~missions~~ ^{work} ~~work~~ kindly and earnestly together. The first obvious sign of their presence is peace. No where in the world was this more needed or more welcome than in the regions north and east of Liberia, where men ^{for many years had} had to fight for their own persons, that they might remain their own, and not be sold. Every thing, as might be expected, had fallen into utter confusion. Tribes of historic character were in fragments, towns depopulated, civilization despoiled, and the small knots of families which kept together, were perishing.

"The women and children" says Mr. Thompson, "were often obliged to go out in search of berries and fruits to keep themselves from starving. To this country, which lies along the sources of the Sierra Leone, and the Gallinas rivers on the northern confines of Liberia, the Amestad Captives on board the Amestad had gone in 1842, but died.

It was the confusion in that quarter, that it was ^{not until} 1851, that the missionary found it practicable

efforts for peace. 133.
to commence his ~~lecture~~ ^{lecture}. They told Mr Thompson
"That no one but a white man could have
brought ~~it~~ ^{it} about", and that they had long
been praying to God to send a white man to
"stop the war".

In the South, The Union to The South, in the ~~South~~^{South} end of the Mozambique Channel healthy re-
gion at the southern end of The Mozambique
Channel, was at one time divided between the
two branches of the tribe, but in consequence of
wars, was ~~separated~~ afterwards united and established
in the colony of Natal. The Commercial Crisis
in The United States in 1837, led to the proposal that
this Union should be abandoned. But its influ-
ence ~~of this Union~~ had been so powerful, that
The governments of Cape Colony and their
government proposed to take measures to support
it. Circumstances however enabled The American
Board to decline this proposal and they continue
their operations.
~~to maintain~~ The An effort is being made by this
Union to unite all similarly engaged, in a
common and uniform mode of teaching the
African language of the South.

Commander Forbes R. N. says, "In all ^{the} countries which have given up the traffic in their fellow-men, the preaching of the Gospel and the spread of education have most materially assisted the efforts of the coercive measures of our Squadron."

Chapter ~~XXI~~.

Renewal of piracy and the slave trade ~~at~~ at the
close of the European war — British Squadron —
Treaties with the natives — Origin of barracoons — Use
of the American flag in the slave trade — Official
correspondence on the subject — Condition of slaves
on board of slave vessels — Case of the *Veloz Passageiro*
— French Squadron.

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Chapter XXI.

It was the cessation of the last great European war, which assembled the animated villany of the world on the African Coast to reestablish the ~~Slave~~^{Slave} trade. This ^{trade} had been suspended during the latter years of the contest, as England and the United States had abolished it, and the former was strong enough at sea to protect other European powers from engaging in it. ~~Slavery~~ In fact, the whole European Marine had been kept from the ocean. The treaties formed at the peace, left Europe to the strife between anarchy and despotism, and gave up the Coast of Africa to the Slave trade and piracy.

Every evil and every fear which have haunted the world since that time, seem to be the attributions of an indignant Providence. Let it not be imagined that these dealings of justice with men are all on one side. What consolation for giving up the coasts of a whole continent to be ravaged by the Slave ships of France, Spain and Portugal? What compensation for their millions and deadly scourge has ~~any~~ Africa yet received? The cruizing, suffering, sickness, death, and expenses of nearly half a century, has not remedied the crime of signing these treaties. The Krutapunda, Miantha, or whoever he was, that signed them, bears a load of guilt, such as few mortal men ~~can~~^{would undertake} have assumed.

England set about amending this in a small way, ^{most} a commendable spirit, as soon as the years of fire and destruction were over, which she had so fully granted to these Nations, were men out. During about thirty years

religiously; when treaties with these powers had granted mutual right of search and capture, three hundred vessels were seized, having slaves on board, but obtaining the latter part of this period more than one hundred thousand, half dead ^{negroes} ~~slaves~~ were annually landed from slave vessels in Cuba and Brazil.

In 1809 the convention was more stringently applied. Germany had then a soon after ~~been~~ coming from different slave trading powers, to capture vessels on board bound for Africa, when fitted for the slave trade, as well as after ~~had~~ they had "taken in" their cargoes. The treaties provided that vessels equipped for the traffic might be captured so as to prevent the crime. A slaver was thus to be taken, because she was a slaver; just as it is better to shoot the wolf before he has killed the sheep than ~~afterwards~~. If a vessel therefore was found on the coast, with slave men, ^{African} ~~and~~ a slave deck laid out in sufficient quantity for a slave cargo, with a slave deck laid for packing slaves, some what as the carcasses of sheep and pigs in ^{a nail way} ~~traw~~, with the exception of the fresh air, ~~and other proofs of being bound on a slaving voyage~~, she was seized and condemned before committing the overt act. — (union) —

Under this arrangement, with a vigorous squad soon, despite the warlike of captives were made during the next ten years, as compared with the previous treaty, and seventy ^{as before noticed} ~~from them~~ one thousand slave vessels were captured, and ^{of} the slaves who were not dead were ~~landed at~~ ^{the} a great proportion were landed at Sierra Leone, and that the whole population of that colony ~~was~~ although established for nearly sixty years does not amount to more than forty five thousand souls, young and old, it may be conceived, what a fearful waste of life has arisen from delirium.

The efforts of this squadron ^{were} ~~combined~~ with those of France and the United States. The former had withdrawn from the treaty stipulating the right of search, and sent a squadron of her own to prevent French vessels from engaging in the slave trade. And the United

United States, which never has, ^{surrendered, and never will} ~~fully~~ ^{surrender} the inviolability of her own flag to a foreign power, guaranteed in 1842 to keep a Squadron of ~~not less than eight~~ ^{three} ~~ships~~ ^{ships} together with other ^{subsidary} ~~auxiliary~~ means, ~~The effect of slaves from African Slaves had reduced the~~ ^{effect of slaves in 1849 to} ~~about thirty-seven thousand~~ ^{from one hundred and} ~~five thousand~~ ^{five thousand} and since that period, ^{the trade} ~~has~~ ^{been} ~~diminished~~ ⁱⁿ Brazil, the greater slave trade, it has become almost extinct, although ^{at times} ~~it~~ ^{it} has been carried on ^{highly} ~~in~~ the island of Cuba.

The subsidiary means alluded to, arose out of the presence of the Squadrons, and would have had no effect without them. They consist in a dangerous, on the part of England, with some of the native powers, to join in checking the civil, and substitute ~~trade~~ ^{legal} trade in the conversion of the old slave factories, and forts, into ~~defensive~~ ^{defensive} positions, defensive against their former purpose.

These measures have also prepared the way for the establishment of Christian Missions, as well as permitted to legitimate traffic, its full development. Missions and the slave trade have an inverse ratio between them as to their progress. When the one diminishes the other grows. Although it was no extirpable purpose of the Squadrons to forward Missions, but the presence ^{of} ~~has~~ ^{has} been essential to their establishment and success.

Trade of all kinds was originally an adjunct to the slave trade, Cargoes were to be sold, where they could find a purchaser. Gold, ivory, dye-stuffs and pepper were the articles procured on the coast. All of these are from inexhaustible sources. The great vegetable productions of the country, constituting heavy cargoes, have only come lately into the course of commerce. Hunting and ^{beast} ~~beast~~ ^{rearing} ~~rearing~~ ^{now} ~~now~~ ^{in demand} supplied the ~~articles~~ ^{former} ~~of~~ ^{commerce} ~~the~~ ^{the} heavier articles require more industry with the hands, and a settled life. Trade thus becomes inconsistent with Slavery, and hostile to it, and the more so, as it becomes more dependent on the collection of oil, ground-nuts, and other

products of Agriculture. Bearing the comparison with trading establishments excludes the House, the ^{efforts} of the Squadron were necessary to carry out this free trading, for Commerce needed to be protected against the pirates of the Slave fleet, and the barages of the slave ~~boats~~ ^{onshore}.

Expulsion to capture gave vigor to the Commodore, it Slave could no longer leisurely dispose of her cargo, at different points, in return for slaves who happened to be there. The crime now required ~~more~~ ^{more} concealment and rapidity. Wholesale dealers on shore had to collect in time, sufficient for a cargo to be taken on board at a moment's notice. This required that ~~ships~~ ^{the} Slave should arrive at the station with arrangements previously made with the slave ^{factor} ~~factor~~, ready to "take in" or to wait the slave bringing over a cargo of goods in payment for ^{the} slaves.

In the case of falling in with British cruisers, an American Slave was inviolate, on presenting his register or Rec letter, ^{and} proof of nationality, and could not be searched or detained. But the risk of falling in with ^{cruisers} the American ~~Squadron~~ ^{Squadron}, especially if cooperating with the British, led to the ^{disguise} ~~disguise~~ of legal trading, with a cargo corresponding to the manifest, and all the ships papers in form. An instance of this occurred in ^{the} ~~the~~ capture as will be seen, in the capture of the ^{second slave} ~~slave~~ ^{by} ~~by~~ the Perry.

The American flag, in these days, became deeply involved in the Slave traffic. How far this acted fatally to the interests of Africa is seen in the complaints of Buchanan and Roberts, and in the reports of our Ministers and Consuls in ^{at} ~~the~~ Brazil with those of the English, at Brazil. In 1849 the British Consul at Rio, in his public correspondence says "One of the most notorious slave dealers in this capital, when speaking of the employment of American vessels in the Slave trade, said a few days ago, 'I am worried by the Americans, who insist upon my firing their vessels for Slave trade'."

67. This there is also abundant and distressing

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evidence from our own Diplomatic Officers, besides a lengthy
correspondence from a preceding ~~unpublished~~ Minister
near the Court of Brazil. The President of the United States
transmitted a report from the Secretary of the State in
December 1850 to the Senate of the United States, with doc-
uments relating to the African Slave trade. A ~~subsequent~~
~~previous~~ resolution had ^{previously} passed the Senate calling upon the
executive for this information.

Now In these documents it is stated that, "The number of
American vessels which since the 1st of July 1844 until the
1st of October last (1849) sailed from the Coast of Africa from
this city is seventy three." Of these vessels, all except five, have
been sold and delivered on the Coast of Africa, and have
been engaged in bringing over slaves, and many of them
have been captured with slaves on board." - "This pretended
sale takes place, at the moment when the slaves are
ready to be shipped, the American Captain and his
crew going on shore as the slaves are coming off, while
the Portuguese or Italian pirates, who come out from
Rio in her, all at once become the Master and crew
of the vessel. Those of the American then who do not
die of ~~from~~ coast fever, get back as they can, many
of them being compelled to come over in slave vessels,
in order to get back at all. There is evidence in the
records of the Consulate, of slaves having started two or
three times from the shore, and the Master and
crew from their boat, vessel in their boat, carrying
with them the flag and whips, when the parties
becoming frightened, both retreating, the slaves were
returned to the shore, and the American Master
and crew again went on board the vessel, the
stars and stripes were again hoisted over her, and
kept flying, until the cause of the alarm (an
English cruiser) departed from the coast, and the
embarkation (^{was} ~~was~~) safely effected."

Can the other ^{part} have the following notice from
Brazil "As in former years the slave dealers have
received the greatest assistance and protection for their
criminal practices from the use of the American
flag, I am happy to add that the Consuls and

unprincipled ~~trafficking~~ traders are at present de-
 prived of this valuable protection, by a late determi-
 nation of the American naval commander in
 Chief, on this station; who has ordered three vessels
 illegally using the flag of the United States, and
 which were destined for African voyages, to be
 seized on their leaving this harbor. This proceeding
 has caused considerable alarm and ^{embarrassment} ~~inconvenience~~
 to the slave dealers, and should it be continued
 will be a ~~severe~~ ^{severe} blow to all ^{slave} trading
 interests."

Mr. Tod, the American Minister at the Court of
 Brazil, in a letter to the Secretary of State says: "As my
 predecessors had already done, I have from time to time
 called the attention of our government to the necessity
 of enacting a stringent law, having in view the entire
 withdrawal of our vessels and citizens from this illegal
 commerce; and after so much has been ~~already~~ ^{already}
 written upon the subject, it may be deemed a work
 of supererogation to discuss it further. The interests at
 stake, however, are of so high a character, the integrity
 of our flag and the cause of humanity being at
 once involved in their consideration, I cannot refrain
 from bringing the topic afresh to the notice of my
 government, in the hope that the President may
 esteem it of such importance to be laid before Con-
 gress, and that even at this late day, legislative action
 may be secured."

In this communication ^{a quotation is made} ~~an extract~~ from Mr. Puffitt,
 the ~~Secretary of State~~ ^{Secretary of State} of late one of the preceding Ministers
 to the Secretary of State says: February 1844, ^{in which he says} ~~large letter~~
 "I regret to say this, but it is a fact not to be disguised,
 or denied that the slave trade is almost entirely carried
 on under our flag, in American built vessels, sold
 to slave traders here, chartered for the coast of Africa,
 and there sold, or sold here, delivered on the coast, and
 indeed the scandalous traffic could not be carried
 on to any great extent, were it not for the use
 of the made of our flag, and by the facilities given
 for ^{the} chartering of American vessels to carry ~~to the~~

to the Coast of Africa the outfit for the trade and the material for purchasing slaves."

It is not to be denied, and I boldly assert it, that the Administration of the Imperial Government of Brazil is forcibly constrained by its influences, and is deeply incriminated in its guilt. With that it would seem at first sight seems that the United States have nothing to do; but an intimate and full knowledge of the subject informs us, that the only mode of carrying on that trade between Africa and Brazil, at present, involves our laws and our moral responsibilities, as directly and fully as it does those of this country itself. Our flag alone gives requisite protection against the right of search, visit, search, and seizure; and our citizens, in all the characters of owners, consignors, of agents, and of masters and crews of our vessels, are concerned in the buying and purchase of the profits of the African Slave trade to and from the parts of Brazil, as fully as the Brazilians themselves, and others in conjunction with whom they carry it on. In fact without the aid of our own citizens and our flag, it could not be carried on with success at all."

~~On taking leave of this part of the subject it may be remarked that this state of things now exists in a slighter degree~~

To exhibit The State ^{of the} Slave during the period in which
trade, prior to the equipment ready in 1840, we have the
following instances from Parliamentary papers, and other
British authority:-

"La Jeune Estelle, being chased by a British vessel, onboard twelve negroes in casks, and threw them overboard"

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Mr. Wiscan, Commanded of Le Louis, a French vessel, in completing his cargo at Calabien, thrust the slaves into a narrow space, three feet high, and closed the hatches. Next morning fifty were found dead. Mr Wiscan corky went ashore to purchase others to supply their place."

W W

1832/46

The following extract is from a report by Captain Hayes to the Admiralty, of a representation made to him respecting one of these vessels, in ~~1832~~ 1832.

"The Master having a large cargo of these human beings chained together, with more humanity than his fellows, permitted some of them to come on deck, but still chained together, for the benefit of the air; where they immediately commenced jumping over board, hand in hand, and drowning in couples, and (continued the person relating the circumstances) without any cause whatever. Now these people were just brought from a situation between decks, and to which they knew they must return, where the scalding perspiration was running from one to the other. — and their living men dying by their side, with full in their view, living and dead bodies chained together; and the living, in addition to all their other torments, labouring under the most banishing thirst (being in very few instances allowed more than a pint of water a day); — and let it not be forgotten, that these unfortunate people had just been torn from their country, their families, their all? Men dragged from their wives, women from their husbands and children; girls from their mothers; and boys from their fathers; and yet in this narrow space, (for heat and level he could have none) there was no cause whatever, for jumping overboard and drowning. This in truth is a very picture, but it is not highly colored. The men are chained in pairs and as proof they are intended so to remain to the end of the voyage, their fetters are not locked, but riveted by the blacksmith, and as deaths are frequently occurring, living men are often for a length of time confined to dead bodies. The living man cannot be released till the blacksmith has performed the operation of cutting the clench of the rivet with his chisel; and I have now an officer on board the Dryad, who, on examining one of these slaves vessels, found not only living men chained to dead bodies, but the latter in a putrid state."

with ~~the~~ Parliamentary papers, presented 1832. B. pp. 170. 171.

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In the notorious Spanish slave, the Beloz Papageia captured with five hundred and fifty set slaves after a severe action, the Captain made the slaves assist to work the guns against their own deliverers. Five were killed and one ~~was~~ desperately wounded.

This Beloz Papageia had acquired so notorious a reputation, that it became an object with our Commanders to make a special search for her. Captain Aradine of the North Star, having information in his former and voyage that she would drop his course near the equator, made preparations to attack her, though the North Star was of much inferior strength. Dr. Walsh, who was coming home in the British Reptel, relates that at breakfast, while the conversation was turning on the chances of meeting with the slave, a midshipman entered the cabin, and said in a hurried manner, that a vessel was visible to the N. W. All rushed on deck and getting their glasses, distinctly saw a large ship of three masts, apparently towing their way, in about an hour she tacked as if not liking their appearance and stood away before the wind. The English Captain gave chase, escape seemed impracticable, the breeze freshened, and her hull became distinctly visible, and she was now ascertained to be a slave. She doubled her sails in all directions, and seemed to change her course each morning to avoid her pursuers; five guns were necessarily fired, and the English Union flag hoisted, but without effect; and the wind now dying away, the North Star began to drift astern. We kept a sharp look out, with intense interest, leaning over the railing, and silently handing the glass one to one another, as if a word spoken should impede our way. Thus closed the night. When morning dawned we saw her, like a speck on the horizon, standing due north. The breeze increased and again the British Captain gained on the slave. A gunnery shot was sent after her, but she only rounded

more sail to escape. At 12 we were twice we were
entirely within gun shot, and once our long bar
guns were again fired at her. It struck the
water along side, and there for the first time she
showed a disposition to stop. While we were preparing
a second, she bore to, and in a short time we
were along side of her after a most interesting chase
of thirty hours, during which, we ran three hundred
miles."

After all she was not the thief for which Captain
Strabin had been looking out, but she was full of
shares. "Behind her foremast was an enormous
gun, turning on a head circle of iron and holding
her to act as a pirate if her sharing speculation
had failed. She had taken in on the coast of Africa
five hundred and fifty two shares, and had been
out seventeen days, during which she had thrown
onboard fifty five.

"The slaves were all chained under grated hatchways between decks, the space was so close, that they sat between each other's legs, and stood so close together, that there was no possibility of their being known, or at all changing their position, by night or day. As they belonged to a new shipped or recent crew, of different individuals, they were all handled like sheep, with the owners' marks on their forems, of different forms. These were impressed under their hearts or on their arms, and, as the mate informed me, with perfect indifference, "burnt with the red hot iron". Over the hatch ways stood a fierce looking fellow, with a scurge of many twisted thongs in his hand, who was the slave driver of the ship, and whenever he heard the slightest noise below, he shook it over them and seemed eager to exercise it. I was quite pleased to take this hateful badge out of his hand, and I have kept it ever since as a kind memorial of ^{the} reality. Should I ever be disposed to forget the scene I witnessed

Hoani

As soon as the poor creature sees us

looking down at them. Their dark and melan-
choly visages brightened up. They perceived something
of sympathy and kindness in our looks, which
they had not been accustomed to and feeling
~~instinctively~~ ^{instinctively} that we were friends, they
immediately began to shout and clap their hands.
One or two had picked up a few Portuguese words,
and tried out *viva! viva!* The women were
particularly excited. They all held up their arms,
and when we bent down and shook hands
with them, they could not contain their delight.
They endeavored to scramble up on their knees,
that ~~being~~ ^{seeing} ~~the~~ ^{our} ~~ship~~ ^{heads} ~~in~~ ^{under}
stood they knew we were coming to liberate them.
Some however hung their heads in apparently hopeless
dejection; some ^{were} greatly emaciated, and some, par-
ticularly children, seemed ~~to be~~ dying. But the
circumstance which struck us most forcibly
was, how it was possible for such a number
of human beings to exist, packed up and wedged
together as tight as they could cram in low cells,
three feet high. The greater part of which except
that immediately under the grated hatchways were
shut out from light and air, and this when the
thermometer, exposed to open sky was standing in the
shade on our deck at 89°. The space between decks
into two compartments, 3 feet 3 inches high; the size of
one was 16 feet by 18, and of the other 40 by 21. into the
first were crammed the women and the girls;
into the second the men and boys, two hundred
and twenty-two fellow creatures were thus thrust
into one space 288 ^{square} feet ~~square~~, and three hundred
and ~~eighty~~ ^{thirty} into another space 800 ^{square} feet
square, giving the whole an average of 23 inches,
and to each of the women not more than 15 inches.
We also found manacles and fetters of different
kinds, but it appeared that they all had been taken
off before we boarded. The heat of these horrid places
was so great, and the odor so offensive, that it
was quite impossible to enter them, even had

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Africa and the American Flag

Flag of the U.S.

The U.S.

Flag of the United States

The U.S.

Flag of the United

There been room, they were measured as above when the slaves had left them, the officers insisted that the poor suffering creatures should be admitted on deck to get air and water. On looking into the places where they had been cramped, they found some children next the sides of the ship, in the places most remote from air and light; they were lying nearly in a torpid state, after the rest had turned out. The little creatures seemed indifferently as to life or death; and when they were carried on deck, many of them could not stand. After enjoying, for a short time, the temporary benefit of some water brought, it was then that the extent of their sufferings was exposed in a fearful manner, they all rushed like maniacs towards it, the lubrication, or threat, or blows could restrain them; they shrieked and struggled, and fought with one another for a drop of this precious liquid as if they were rabid at the sight of it. There is nothing which slaves in the mid-passage, suffer from so much as want of water. It is sometimes usual to take out casks filled with sea-water as ballast; and when the slaves are received on board, to stave the casks and refill them with fresh. On one occasion, a ship from Bahia neglected to change the contents of the casks, and on the mid-passage, found to their horror, that they were filled with nothing but salt water. All the slaves on board perished"

At the time of this seizure, Brazil was precluded from the slave trade north of the equator; but the period had not arrived when, by treaty, the southern trade was ~~to~~ ^{yet} to be extinguished. The Captain of this slave was provided with papers, which exhibited an apparent conformity to the law, and which, false as they may have been, yet could in no way be absolutely disproved. The accents of the slaves themselves, who stated they had originally come from parts of Africa north of the line. The course which the slave was steering - her flight from the English cruisers - were circumstances raising suspicion the most violent, but

The reader will not be a little disappointed to learn, that, with all this, the case was deemed too doubtful, in point of legal proof, to bear out a legal detention; and the Slave therefore, after numerous hours of close investigation, was finally set at liberty, and suffered to proceed. It was dark when we separated, and the last parting sounds we heard from the unhallowed ship were the cries and shrieks of the Wages, suffering under some bodily infliction. — Walsh, vol. ii, pp. 474-484.

~~The question arises ought not humanity to have overcome all these considerations and led to the deterrence of the victims. Although the melancholy fact was that such instances might have been met with every day, yet common sense and regard for justice, would suggest that in proof of any one death having taken place in such circumstances the Captain should have been detained and tried for murder.~~

The question arises, ought not humanity to have overcome all these considerations and led to the deterrence of the victims. If one death, in such circumstances had occurred, ought not a sense of justice to have led to the detention of the Slave and the conveyance of the Captain to his own government, to be tried for murder.

The traders of France were nearly in the same position as those of the United States, and there was the same necessity for guarding against the abuse of their flag. ~~It was~~ Before proceeding to the proper history of the American Squadron in its efforts for the great purposes it had in view, ^{it may be advisable} to give notice that France, in 1845, formed with England a treaty under which both parties engaged to keep a Squadron of not less than twenty-five Cruisers on the coast. The number was afterwards, by a separate agreement, reduced in the part of France to twelve vessels.

The duty of the American and French Squadron was, in fact, restrictive in respect to their own citizens alone, and while ~~it~~ ^{they} ~~was~~ indispensable for the ~~success~~ ^{these} general sweep of these operations, ~~it~~ ^{they} could not exhibit any thing like the same amount of result in capturing, whatever might be the zeal and activity of the privateers. Several ships have been captured by this Squadron, and its presence ^{has} ~~has~~ ^{has} restrained the employment of the French flag in that traffic. ~~It is, being represented on these by their nation-~~
~~forces, and the reliance which citizens of this Union~~
~~had in her naval power will be obvious from the fol-~~
~~lowing citizens of the United States, have on the protective~~
~~influence of these men of war, will be obvious from~~
~~the following, &c.~~

Chapter ~~XXII~~.
United States Squadron - Treaty of Washington.

Chapter XXII.

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There has been noted in the history of Africa prior to the establishment of the Commonwealth, the occasional arrival of American Men of War in the West Coast of Africa. But an organized Squadron on the Coast was not established until the year 1843. The ~~Grandeur~~ ^{Isabella} ~~Dolphin and Porpoise~~ with other vessels, ~~had performed as good service as circumnavigation~~ ~~could be rendered~~ ~~admitted~~ ~~Several American vessels~~ ~~respected of being engaged in the slave trade were~~ ~~seized and sent to the United States for trial, and~~ ~~legal assistance derived from them and benefit from their presence.~~

The question as to the effects arising from the abuse of the American flag was brought into discussion in 1842, between American and British diplomats. Great Britain had to acknowledge, ~~as~~ ~~because~~ ~~as~~ the Slave trade by the United States ~~was~~ ~~only~~ ~~had~~ ~~only~~ been declared piracy in a municipal sense, that although a vessel was fully equipped for the ~~trade~~ ~~in~~ ~~even~~ ~~had~~ ~~slaves~~ ~~onboard~~, if ~~she~~ ~~was~~ ~~American~~, that she was in no sense amenable to British cruisers. It ~~seems~~ ^{seems} the question unsettled, how is a vessel to be ascertained to be American? The plea that any vessel, hoisting any flag, is thereby secured against all interference in all circumstances, never can be soundly offered as a principle of national law. Neither the United States, nor any other power has ever acted on a dogma of this headth. The United States do not claim that their flag shall give immunity to those who are not American; for such a claim would render it a cover to piracy and ~~the~~ ^{to acts} ~~source~~ of the greatest atrocities. But any vessel which hoists the American flag, claims to be American, and therefore while she may be boarded and examined by an American cruiser, this right is not conceded to a foreign cruiser, for the flag

is prima facie evidence, although not conclusive proof of nationality, and if such ^{really} be the case, the boarding officer will be regarded in the light of a trespasser, and the vessel will have all the ~~protection~~ ^{protection} which that flag supplies. Upon the other hand the vessel from not to be American, the flag illegally worn will afford her no protection, therefore a foreign officer boarding a vessel under the flag of the United States, does it upon his own responsibility for all consequences.

These principles have been carried out in the cooperation and joint cruising with British vessels, as will hereafter be seen, with occasional ^{sporadic} blunders, when American cruisers ^{producing} ~~blundering~~ ^{a strange} ~~absent~~ ^{dilemma}. This state of things however sometimes ^{an} ~~was~~ ^{producing} a strange dilemma. The brig "Lawrence" which was really American was captured and condemned ^{by an English Admiralty Court} as a slave ship, all of which was contrary to national rights. But it was made out that she was a slave ship, and although the Master protested ^{he found himself helpless} ~~he was left among the ship~~. The vessel was justly condemned as a slave ship, but condemned by the wrong party, which had no legal jurisdiction over her. The Master was a pirate if he fell into the hands of American authorities, and thus was debarred all claim for redress.

There is no doubt that many such cases occurred, and would again in the ^{kind} ~~first~~ ^{of} impunity to the British cruisers, in violating the rights of the American flag, and kept things in an unsound state. The only remedy for it, was in the establishment of an American Squadron permanently on the coast of ~~Spain~~.

Dr. Hall, the Agent in the Maryland colony at Cape Palmas says, "No stronger incentive could be given to the commission of these outrageous acts on the part of the British cruisers, than the course pursued by the United States government, in declaring the slave-trade piracy, and their taking no effective steps to prevent its prosecution under their own

flag!" Again, "If our force is not increased, and we continue to disregard the protection of our flag, annoyances to our merchantmen will more frequently occur, we shall no longer receive the protection of British cruisers, which has heretofore rendered to American vessels, and without which the whole coast would be lined with robbers and pirates."

Chapter XXIII

Case of the Mary Carter, seized by the natives -
Measures of the Squadron in consequence + destruc-
tion of two letters from U.S. Brig. Nixon on re-
lation to a captured slave.

The treaty of Washington in 1842, settled matters and defined matters clearly and honorably both to the United States and Great Britain, and agreeably to the treaty, the African Squadron was established in the year following under the Command of Commodore Matthew C. Perry, consisting of the flag ship Macedonian, the ^{Ship of War} ~~Salado~~ Commodore Patterson, the Ship of War Decatur ~~Commodore Abbott~~ and the big Porpoise. ————— The Squadron selected

Naupia. — The *Squadron selected*
its Rendezvous at Porto Praya, St. Jago — one of the
Cape Verde Islands, in Lat. $14^{\circ} 54' N$. and Long $23^{\circ} 30' W$.

One of the ^{first} acts of this squadron was the condemnation of chattelment of the natives for our outrage on American Commerce.

The people of Little Beebe eastwards of Cape Palmos, had some time previously murdered the ~~free~~ Captain and crew of the American brig "May Carver". This occurrence of itself establishes one point, which is the necessity of having cruisers on such a coast. The safety of commerce and the general welfare of the world are promoted by inspiring living souls with wholesome terror.

On two occasions, towns have been captured, and in one instance a town fired by our squadrons on the coast of Guatemala for similar atrocities on our merchant vessels. But the impulsion is forgotten, and the necessity for punishment occurs again. Now it may be expedient to act ^{thus} at a distance and trust only to occasional proofs of just severity, but when wrong is ever ready to arise, it would be better that the means of correction were at hand; for in this way is the wrong doing most readily prevented. Such therefore is the best arrangement for both parties.

In a country so near to Spain ^{and} in which the United States is so closely connected, the duty of preventing evil by the presence of power is imperative, otherwise we at once jeopardize our citizens and lead the ^{people} ~~garage~~ into crime.

The commodore with the ^{frigate} ~~Maedon~~ ^{Sancti Spiritus} and Decatur, proceeded to Cape Palmas, such was ^{then} the tendency to warfare that the saluting was misinterpreted as the commencement of a fight, and brought down a hostile tribe to share in the conflict with the ^{frigate} ~~Maedon~~ ^{Sancti Spiritus}. They suffered some loss in being driven off. These natives attacked the post called Fort Dubouche, captured it of Cape Palmas, and suffered some loss in being driven off.

The Squadron then proceeded to Beebe. Having landed a force of about two hundred and thirty men, and called together the chiefs and headmen, some palanquins, and a great deal of lying in the part of the natives took place. They had really prepared for a conflict which on their attempting to run off, took place. In the mêlée, the King was unintentionally killed, eight or ten more suffered and the palanquins and houses were burnt.

Landings took place afterwards at towns along the coast, which had shared in the crime and in the spirit. A few struggling shots were fired from the shore and from the woods but without causing any loss. The

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Stochades and dwelling places were committed to the flames. W. W. Town houses were burnt containing, from fifty to one hundred houses each, neatly built with wooden work and thatched with Palmetto. It was the Commodore's order to destroy property, but spare life. This was right, but we have the reflection that the perpetrators may not fall altogether upon the guilty; and that in every point of view, the prevention of such murderous outrages, as here met punishment, is, when it can be done by a show of authority, better than such retaliation.

Humanity gains in other respects by this chastisement. The capricious hostilities of the natives against the Maryland colony were checked and their appetite for plunder brought under wholesome correction; while suspicious ~~were~~ were secured against their violence. A native also who was being tortured under a doubtful accusation of causing sickness in a chief was rescued. All treaties by which the colonies consent to ^{the} incorporation of the natives stipulate that this activity shall cease. The thinking men among the natives feel no repugnance in giving it up. It is well that the colonial and native authorities be sustained in countervailing the ^{pernicious} reputation of the mob by the power of solemn obligation.

In a letter ~~dated~~ addressed to the Secretary of the American Colonization Society, February 5th 1844, from J. W. Lewis, acting colonial Secretary of Liberia, it is remarked: Some months ago the ~~Spanish~~ Porpoise sent home the American brigantine *Reveas* under very suspicious circumstances. There can be no doubt ^{but} that his intention was to take from the coast a cargo of slaves. Still I am under the impression that your efforts will against her. I am informed that a bill is before Congress making it criminal for rebels under the American flag to sell goods at slave factories. If such a bill pass the House, the slave traders will be much injured, as they get their principal supplies from rebels bearing the flag of open rebellion. Your flag is used ~~in~~ to protect

The Masters from interference by British ^{ships} ~~ships~~ of War, while they are landing their cargoes, and when the slaves are put on board, they throw on board, a atomium destiny the "stars and stripes" and depend upon the simplicity of their sailing to escape capture ~~upon the simplicity~~ of their sailing to escape capture by a British man of war."

~~The spreading was alleged to be done by another man of the~~
 Command of Commodore Sherrin with the ~~British~~
 ships of War ~~Commodore~~ ~~Hortons~~ and ~~Mission~~
 The ~~Commodore~~ ~~Sherrin~~ on his return to the
 United States, in a letter to the Secretary of the Massachusetts
 Colonization Society, ~~of the 10th of April~~

The ~~Spreading~~ ^{the} was a direct employer, cruising over the
 entire extent of ~~the~~ coast, rendering aid and pro-
 tection to legal commerce, and checking the slave trade
 carried on in ~~the~~ ~~coast~~ ~~ships~~. It was released in 1845
 by the arrival of Commodore ~~Sherrin~~ ^{with the ships of}
 War ~~Commodore~~ ~~Hortons~~ ^{of} ~~and~~ ~~the~~ ~~British~~ ~~ships~~ ~~of~~ ~~the~~ ~~United~~ ~~States~~ ~~of~~ ~~the~~ ~~10th~~ ~~of~~ ~~April~~

The Commander of the ~~British~~ on his return to the United
 States, in a letter addressed to the Secretary of the Massachusetts
 Colonization Society, ~~of the 10th of April~~, alluding to the object of the Society, says
 that he cannot but ~~view~~ ^{view} "as one of the most in-
 teresting, and important, that can claim the attention
 of the and sympathy of the Christian and philanthropist
 at the present day; besides that, in a political and
 national point of view, it is, I think, well worthy the
 the study of our ablest statesmen, and the fostering
 aid of government in consideration of the present and
^{future} prosperity of our agricultural, manufacturing, and
 commercial interests. For here Africa, as she is now
 to be struck out of existence, all these interests would
 feel it a calamity; but were a requisition now made
 for only a single year for each individual of the
 myriads of ^{the} African race, it would probably require the
 energies of the whole world for at least five years to
 come to supply it."

On the 30th of November 1844 the ~~British~~ ~~Commodore~~
 Bell, captured the ~~British~~ ~~barque~~ ~~Two off~~ ~~the~~ ~~coast~~
 the ~~South~~ ~~coast~~ ~~with~~ ~~eight~~ ~~freighted~~ ~~and~~ ~~twenty~~ ~~six~~ ~~slaves~~

Chapter XXIV.

Capture of the slave barque "Pond" — Slaves landed
at Monrovia — Capture of the slave-equipped vessels
Another, Robert Wilson, Chancellor, &c. — Letter from
the James town in reference to Liberia — Affairs with
the natives near Cape Palmas — Seizure & condemna-
tion of the slaver H. V. Gambrell.

of thirty vessels on this coast, all actively cruising.
 This large force is to be very much increased.
 "The British boats also brought down a prize, and
 the steamer is at this moment towing the Russian,
 the Russian's prize, and her men, at the fall of
 six miles an hour." Speed

It is extremely difficult to get up these rivers, ~~here~~
 to the places where the Haras lie. The whole coast
 is intersected by innumerable rivers, with branches
 joining into them from every quarter, and com-
 muniting with each other by narrow, circuitous
 and very numerous creeks. The wide
 side with impenetrable thickets of mangroves. In
 these creeks, almost concealed by the trees, the rebels
 lie, and often elude the strictest search. But when
 they have taken aboard their living cargo, and
 are getting out to sea, the British are very apt
 to seize them, except, alas, when they are
 protected by the banner of the United States."

The French Consul at ^{Shanghai} ~~Shanghai~~ and in the river
 Gallinas, had been much emboldened by the pro-
 secution of Captain Denham, in England, for his
 summary destruction of sundry barracoons,
 and openly asserted their determination to seek
 redress in the English courts if they were again
 molested in their operations."

Chapter XXIV.

On the 30th of November, the schooner *Albatross*
 Bell, captured the American Brig *John*, off Malacca
 on the south coast with eight hundred and twenty six
 slaves.

1
The Harkness boat moored
in Bourgeois Pass off Hibernia
at hundred and ninety six
Alas

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"The stench from below was so great that it was impossible to stand more than a few minutes near the hatchways. Even men who went below from curiosity, were forced up sick in a few minutes; then all the hatches were off. What must have been the sufferings of these poor wretches when the hatches were closed! I am informed that very often in these cases, the strongest will struggle the weaker; and this was probably the reason why so many died, or rather were found dead the morning after the capture. None but an eye witness can form a conception of the horrors these poor creatures must endure in their transit across the ocean."

"I regret to say that most of this misery is produced by our own countrymen; they furnish the means of coarage in spite of existing enactments; and although there are strong circumstances against Berry, the late master of the 'Pora', sufficient to induce me to detain him, if I should meet him. I fear neither he or his employees can be reached by any process of law."

In this letter to the Secretary of the Navy, Commodore Bell further adds: "For twenty days will I wait in the roadstead of Matanzas, protected by the flag of his country, yet closely watched by a foreign man of war, who was certainly his antagonist; but the instant that Spain is compelled to withdraw for a few hours, he springs at the opportunity of sneaking himself and men, and discharging the flag which had protected him."

The prize Pora was taken to Matanzas, where the slaves were landed, and gave the people ^{practical} evidence of the trade by which their ancestors had been torn from their homes. In the fourteen days intervening between the capture and arrival of the vessel at Matanzas, one hundred and fifty had died.

"The slaves, says the Monrovia Herald of December 1872 were much emaciated, and so debilitated, that many of them found difficulty in getting out of the boats. Such a spectacle of misery and wretchedness, inflamed by a lawless cupidity and ferocious cupidity, see

expected are people, that it became necessary for the Captain of the Harrier who had come to look on, to remain on the beach. Eight Slaves died in harbor before they were landed, and the bodies ^{were} thrown overboard. "The prize master says, as soon as a slave becomes ^{useless} ~~helpless~~ ~~that~~ ~~we~~ ~~would~~ ~~throw~~ ~~him~~ ~~in~~ ~~order~~ ~~that~~ ~~his~~ ~~body~~, ~~being~~ ~~removed~~ ~~they~~ ~~should~~ ~~have~~ ~~been~~ ~~seen~~."

Down the Slaves, who ^{were} from eight to thirty years of age, came starved and thirsting from on board. Captain ^{was} ~~was~~ ~~acquainted~~ ~~in~~ ~~giving~~ ~~them~~ ~~food~~. "When it was supposed that the danger of depletion was over, water was poured into a long canoe into which they plunged like ~~fish~~ ~~prizes~~ ~~into~~ ~~a~~ ~~trough~~ ~~in~~ ~~the~~ ~~middle~~ ~~of~~ ~~the~~ ~~bay~~. The best." ~~But~~ ~~the~~ ~~kindness~~ ~~of~~ ~~human~~ ~~nature~~ ~~had~~ ~~not~~ ~~yet~~ ~~altogether~~ ~~been~~ ~~obliterated~~ ~~by~~ ~~length~~ ~~and~~ ~~intensity~~ ~~of~~ ~~suffering~~.

(common) ~~and~~ ~~two~~ ~~boys~~, ~~brothers~~, ~~had~~ ~~found~~ ~~beside~~ ~~them~~ ~~a~~ ~~younger~~ ~~boy~~ ~~of~~ ~~the~~ ~~same~~ ~~tribe~~, ~~who~~ ~~was~~ ~~ill~~. They continued to nestle together in the dock under such shelter as the corner of the long boat ~~then~~ ~~offered~~ ~~them~~, a place where the prizes, if they are small enough, are generally ^{stowed} ~~stowed~~. There they made a bed of some oakum for their dying companion, and placed a piece of old canvas under his head. Night and day one was always awake to watch him. Hardship rendered their care fruitless. The night after the vessel anchored he died and was thrown overboard.

The ~~captives~~ ^{recaptured} were landed, apprenticed out and kindly cared for by the Liberians. Several of them were found, when the Perry visited Monrovia, to have become members of Churches, and others were attending Sunday Schools.

Several ~~empty~~ ^{herived} ~~slaves~~ ^{they are} were captured by the Squadron about the ~~coast~~ ^{and} ~~thus~~ ^{noticed} by the National Intelligencer. "It is remarkable that within the same week should have arrived in our ports as prizes to the American Squadron for having been engaged in the slave trade, ~~the~~ ^{the} ~~Perry~~, above mentioned, captured by the Yorktown; the Panther, a prize of the same Republic, which arrived at Charleston on Monday; and the

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Robert Wilson, a prize to the Ship of USS Swanton which reached Charleston on Thursday.
In 1848 the Ship of was Marion, being Dolphin and over with the flag ship United States, Commander Read, arrived at the agade.
Nifty miles of additional territory, Sea Coast territory had been purchased by Governor Roberts, from the natives. The influence of traders; of the slave trade and even England; being thrown in the way of obtaining possession of the purchased territory, Governor Roberts made application to the Commodore, that one of the vessels of the Squadron might cruise for several weeks, within the limited territory for the purpose of patrolling the negotiations. The Dolphin was assigned this service; her Commander offered General Travis, the Agent, a passage to such points as he wished to visit, and otherwise rendered such service as circumstances required.

The Dolphin was lying at Cape Mount watching the desperately American Barque Chancellor which was trading with Canot a slave dealer named Canot. The British Cruiser Harriet was stationed off the Cape and suggested to the Ship that they were in treaty with his government for the suppression of the slave trade, and as Canot was on their territory making preparations for slaving. That they were bound to destroy his establishment. The Chief accordingly burnt his premises, containing a large quantity of goods he had shipped at New York. Canot having felt been by no means secure in conscience, had left with his family and taken up his residence in Memoria.

The Dolphin proceeded to Porto Praya for stores, and the Chancellor was watched in the mean time by the British Cruiser at the Cape and at the Gallinas. Among the travellers worked by the slave traders, the practice had been to fill canoes with slaves and send them off the coast to be picked up by vessels in search of a large which, from the blockade, could not reach. The shore in one instance fifty of these were found and taken by a British Cruiser. On the return of the Dolphin by Commander Travis the Chancellor was seized as a prize, on the ground

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FF

Africa and the American Flag

FF Flag

FF

of having a slave deck lined, and water casks, with ^{on board} sufficient for a slave cargo, ~~returned~~ ^{not returned} and sent to the United States for ~~the purpose of being~~ ^{adjudicated} ~~gaged in the slave trade.~~

The Commodore after having cruised along the entire extent of ^{the} slave coast rendering such service as American interests required, was relieved in 1847, by the ship of war Jamestown Commodore Bolton. The frigate United States then proceeded to the Mediterranean station to complete her cruise.

She

The Commander of the Jamestown ^{writes} in relation to Monrovia: ~~writes~~ "It was to me indeed to me, a novel and interesting sight, although a Southern man, to look upon these emancipated slaves legislating for themselves, and discussing freely, if not ably, the principles of human rights, on the very continent, and perhaps the very spot, where some of their ancestors were sold into slavery." "Liberia, I think, is now safe, and may be left ~~unattended~~ ^{unattended} after a while to stand alone. Would it not be advisable then for the colonization society to turn its attention to some other portion of the coast, and extend the area of Christian and philanthropic efforts to bettering the condition of the colored people of our country, by ^{settling} ~~forming~~ on other parts of the coast, some of the good seed which ^{has} ~~has~~ produced so bountifully on the free soil of Liberia." "In no part of the world have I met with a more orderly, sober, religious and moral community than is to be found in Monrovia. On the Sabbath it is truly a joyful sound to hear hymns of praise offered up to Him who doth promise 'where two or three are gathered together in His name there He is in the midst of them' to bless them; and a pleasure to observe how very general the attendance upon divine worship is among these people. I believe every man and woman in Monrovia of any respectability, is a member of the church. If you take a family dinner with the President (and his hospitable door is always open to strangers) a helping is added

repair the good things, before you set to. Take a dinner
at Colonel Hickox (who by the way keeps one of the very
nicest tables) and "mine host" with his shiny black
intelligent face, will set a blissing on the tempting
viands set before you.

This may be considered a fair type of the views of persons generally, who visit Liberia, judging the people comparatively. ~~Our~~ ^{their} estimate might not be conformable to the standard of an American population.

Commodore Cooper soon after assuming the command
suffering from ill health returned to the United States and
The African Squadron was assigned to Commodore Geor-
ge, who sailed in the Summer of 1849 in the U. S.
Ship of War Portsmouth, and ^{also} consisted of the
ships of War John Adams, ^{Gale} Yorktown, and the brigs
Bainbridge, and Perry. Three ^{private} slave
ships were captured. The entire slave coast closely
examined and such services rendered to our commercial
interests as were required.

In visiting Cape Palmas, ^{in the summer of 1853} one of the most remarkable
quarrels common to the coast was there raging between
the Barb people and their neighbors along the Coast.
Intending to settle the matter nearly no means accept-
table. When the commodore ~~proposed~~ proposed going on

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~~On~~ the morning for the purpose, the proposal was
 met by an intimation, ~~that they would cut off his~~
~~head to go away, or they would cut off his head.~~
 The canoe was sent off ~~there with a~~ ^{with a} ~~house~~ well
 manned, with a hunter. The natives assembled ~~and~~
~~threatened~~ with a show of resistance, but a shell being
 thrown among them, brought the belligerents to terms,
 they apologized and promised to receive their hunter
 and took the oath of friendship.

The American Schooner ~~Glean~~ N. H. ~~fastigate~~ Gam
Bell of Baltimore, apparently attempting to evade her.
The small remains of slaving off the river coast.
^{by the private Constitution}
was seized ~~on~~ ^{in New York} on the 30th of December & arrived
in charge of a prize officer, and on the 30th of January
1854 was condemned in the U.S. Circuit Court for having been
engaged in the slave trade.

Considering that we have had no steamers on the coast, and the number of ~~ships~~ ^{frigates} being small, the Squadron has been efficient in fulfilling the duties its duties, ~~the~~ its appearance alone had great influence. It showed a determination in our government to have in the Naval Charge of these vast seas and shores, ~~been~~ ^{been} ~~consequently~~ ^{consequently} thus became present, ~~as it was~~ ^{to prepare} in power to repress, and if need be, by punishment, to avenge wrongs done our citizens or their property. It checked by ~~many~~ ^{seizing} important captures, the desecration of the American flag, and has had an spiritual agency towards removing the guilt of the Slave Trade from the world. Had we no Squadron on the African coast, American ships would with impunity pursue the iniquitous traffic; our Commerce would be exposed, and our citizens subject to outrage, the Nation of the proceedings of this Squadron; the circumstances of its experience, and the effect of its operations, will be more clearly apparent in the subsequent detail of the proceedings of the "U. S. Brig Perry," in the during the years 1850-1854. The following chapters will comprise a synopsis of these proceedings, and a compilation from the correspondence in relation to them.

Chapter XXV.

Cruise of the Perry - Instructions - Dispatched to the South coast - Benquetia - Case of a Slave who had changed her nationality captured by an English cruiser - St. Paul de Loanda - Abuse of the American flag - Want of a consul on the South coast - Correspondence with British ~~consul~~ officers in relation to slaves under the American flag - The barque Sao Paulo - Treaty with Portugal - Statement of customs - House duties - Consisting of Ambriz - The arrangement made with the British Commodore for the joint cruising of the Perry & steamer Cyclops. Cooperation with the British Squadron for the suppression of the slave trade - Setting out of American slaves in Brazil.

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On the 31st of December 1849, the Perry arrived at the Cape Verde Islands and was reported to the Commodore of the American Squadron. On the 9th of the succeeding month a communication was received from the Commodore intimating his intention to

Chapter XXIV

On the 21st of December 1849, the "Ferry" arrived at the Cape Verde Islands and was reported to the Commodore of the American Squadron. On the 9th of the succeeding month a communication was received from the Commodore intimating his intention to

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despatch the vessel ~~immediately~~ immediately
on a cruise south of the equator, ~~where~~ ^{and} ~~in~~ ^{the} ~~point~~ ^{of}
~~the equator~~ ^{had been cruising for two or three}
~~years previously~~ stating, that he should leave the
Commander ^{at} the exercise of his judgment in general matters,
but as ^{an object} ~~one~~ of the first consequence, called his atten-
tion to the observance of every means calculated to
preserve and insure the health of his crew. ~~He~~ had
been counselled by the experience of the Fleet Surgeon
and others, that it was absolutely necessary for white
persons, to avoid exposure to the heat of the day, and
~~all exposure~~ to the night air on shore; and always
when at anchor, to be at a sufficient distance
from the shore to avoid its deleterious effects. Besides
these precautions, cleaning of ship and persons -
constant ventilation - proper food and clothing -
sufficiency of water and good discipline, had
hitherto produced the happiest results - and no
doubt would continue to do so. A number of
Mormon ~~frigate officers~~ ^{officers} sufficient to man the boats
~~were to~~ ^{would be} furnished at Monrovia, which would
relieve the crew ordinarily from the hazards of that
duty. The officers and men should not be permitted
to visit the shore, unnecessary, ~~while on the coast,~~
or at all, when they could not, with certainty,
return at any moment. Care was to be observed
in procuring good wholesome water and in such
abundance, ~~and in such abundance as to insure~~
at all times, if possible, a full allowance to the
crew, and also to furnish them with fresh pro-
visions and regulables, whenever the opportunity
offered.

Next A record of all reports ~~boarded~~ ^{was} with a report
according to the form furnished, ~~and~~ ^{was} required.

The Commodore was reminded of the disposition of
the government to cultivate, and maintain, the most
friendly ^{and} intercourse with all other nations, or people, and
and, directed to govern himself accordingly.

On the 17th of January, ^{also} The Commodore directed

It was recommended, that from eleven miles
from the coast keeping ~~on~~^{to} the westward
until troping the equator and reaching the southern
limits of the trading ground - for the purpose of avoiding
the prevailing winds and currents, which south of the
~~line~~^{equator} would be found adverse to the progress
inshore; but favorable to a close examination on
the return northward.

After reaching the southern point of destination or nearly so, the vessel was to cruise along the coast, examining the principal points, or large stations, such as the Salinas, Benguela, Loanda, ^{Ambriz} ~~Ambriz~~ ^{Angola} ~~Angola~~ ^{near} ~~near~~ Congo, and intermediate places ~~along the coast~~ back towards Monrovia. ^{The commander} ~~According to~~ ^{according to} in all cases, from the best of his judgment, ^{when} the information he might obtain, and circumstances that might present themselves; taking care, in no case, to exceed the instructions of the Hon. Secretary of the Navy, furnished for his guidance.

Should British Cruisers be met, he might
act in concert with them, so far as the instructions
permitted.
It was further noticed, that
a number of suspected American vessels, had
been hovering on the coast, between Cape St. Mary's
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and Cape Lopez, and that some of them had left ~~with slaves~~ the coast with slaves, barks clearly liable to capture and not provided with cargoes, might be sent directly to the United States. All captives found on board might now to be landed at Monrovia.

The Perry left the Cape Verde Islands on the day in which her orders were issued and arrived at Monrovia on the 20th. She there received prisoners from the Yorktown and sixteen Kroomen from the Shore Shore. Having exchanged salutes and visits of ceremony, she sailed on her northern cruise and arrived at St. Philip de Benguela after a passage of forty one days, having during the interval boarded three legal traders. This passage was made ~~off shore~~ on the port tack by standing to the southward and westward into the North east trades. But the passage from the North to the South coast should, in all cases, be made in shore on the starboard tack, as will be explained hereafter, during the third cruise of the Perry.

St. Benguela, which is a Portuguese settlement, next in importance to St. Paul de Luanda, although more much dilapidated, and where the slave trade has been carried on to a great extent, the customary exchange of a National Salute and ~~visit of visit~~ ^{was} official visits ~~was~~ duly observed.

The Commander ascertained on his arrival, that the American Merchant barks were subject to greater restrictions than probably would have been the case, had a man-of-war occasionally made her appearance in that quarter. He therefore intimated to the Governor, that our cruisers in future, would visit that part of the coast more frequently than they had done for the last few years.

Information was received, that five days previous to the arrival of the Perry, an English ^{Cruiser} had

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near this place
Captured ~~off Benguela~~, a brig with eight
hundred slaves on board. In this case it
appeared that the vessel came from Rio de
Janeiro, under American colors ^{and} papers, with
an American Captain and crew, ^{had been} ~~and~~
^{when} on the coast, transferred to a Brazilian Captain
and crew. The Americans ~~having gone~~
on shore with the ~~papers~~ ^{papers}, before the
slaves ~~were~~ the captured slaves was sent to the Island
of St. Helena for adjudication.

After remaining three days at Benguela, where
neither fresh water nor provisions could be procured,
The Perry ~~proceeded~~ weighed anchor, and ran
down the coast, examining all intermediate
points, and boarding several vessels, during the
passage to Loanda.

This City of ~~St. Paul de Loanda~~ ^(run on) is the Capital
of Loango, and the most flourishing of the Portuguese
establishments on the African coast. ~~It lies on the~~
~~South latitude, and in 19° 22' East longitude, between~~
~~the coast of Angola and the Gulf of Guinea.~~

In a letter announcing the arrival of the
Vessel, and her reception by the Authorities, the
Navy Department was informed that an English
Steamer had arrived, having recently cap-
tured a slave ^{The cargo, Marano,} which ~~was~~ ~~discovered~~ ~~discovered~~
Colors, had sailed from Rio de Janeiro, to St.
Catharina, where she had fitted up for a slave
Cargo, and received a Brazilian Captain and
crew, when boarded by the English Steamer.
The slave had American colors flying, and
on being told by the commandant that her
papers were forged, and ^{that} he could not
search the vessel, but must send her to an
American Cruiser. The Captain, ^{then} ordered the
Brazilian ~~colors~~ ^{to be hoisted}, declaring that
she was Brazilian property, and sent
The Brazilian Captain and crew on deck, and
gave up the vessel.

6th
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The Commanding the Perry, ~~in a letter dated~~
~~March 24 1842~~ ^{also} informed the Navy Department that
 soon after his arrival at Leanda, he had re-
 ceived, from various sources, information of the
 abuse of the American flag in connection with
 the slave trade, and enclosed copies of letters
 and papers addressed to him by the British
 Commissioner, and the Commander of an English
 Cruiser, which gave authentic information on
 the subject.

He ~~found~~ ^{suggested} that as the legitimate commerce of
 the United States exceeded that of Great Britain and
 France, on the ~~South~~ ^{South} Coast south of the Equator,
 and the American flag had been used to cover
 the most extensive slave trade. It would seem
 that the presence of one or two men of war,
 and the appointment of a Consul, or some
 public functionary ~~at~~ ^{at} that place, were
 desirable.

~~He mentioned that~~ ^{Stores} The deposit of ~~provisions~~ ^{stores} at Porto Praya,
 was so far removed, that a vessel could barely
 reach the southern point of the slave stations,
 before she was compelled, for want of provisions,
 to return and replenish. - A Consul, or store-
 keeper there, might assist the case with the En-
 glish or French, supply that division of the
 Squadron, and thus ~~have kept~~ ^{might constantly be kept} ~~constantly~~ ^{as he further stated}
 a force, on that side of the Equator, where, until
 the arrival of the Perry, there had been no
 American man of war, for a period of two years.

It had been intimated to him ^{as he further stated} by Americans,
 that if the U. S. Government were aware of
 the atrocities committed under its flag, ~~that~~ ^{it}
 might be induced to take some measures,
^{for} preventing the sale of American vessels on the
 African Coast, as in nearly every instance
 the vessel had been sold for the purpose
 of engaging in the slave trade. But if that
 should be regarded as too great a shock

* The second slave captured by the Perry had her papers in form - with the exception of the crew list showing but one American of board who was Master of the vessel. In a letter of instructions from the owner to the Master, he was directed to leave the vessel whenever the Italian Supercargo directed him to do so. This shows how readily the nationality of a vessel may be changed.

upon the commercial interests of the United States; ~~such~~ ^{any} sale if made on that coast, might be ~~due~~ ^{noted} to the proposed Consul or Agent, that the vessel should be known as having changed her nationality.

Regarding all information, shewing the number of American vessels and American citizens engaged in the slave trade, ^{being regarded as} ~~being~~ desirable: The Commander of the ~~USS~~ ^{USS} had ~~had~~ ^{been} ~~and~~ ^{was} ~~had~~ ^{held} ~~and~~ ^{with} ~~and~~ ^{others} interviews on the subject, not only with the Americans engaged in mercantile pursuits, but ~~from others~~ ^{with others} from whom reliable information could be ~~derived~~ ^{procured}. A list of vessels American vessels ^{which had been on the coast} that ~~had~~ ^{which} ~~had~~ ^{had} come from Brazil during the preceding year, ~~was on the coast~~ ^{was procured}. Many of these vessels came from Rio and adjoining ports, with two sets of papers. A sea letter had been granted ^{by the Consul} in good faith according to law on the sale of a vessel in a foreign port. The cargo corresponded with the manifest; the Consular Certificate, crew list, port clearance, and all papers were in form. Several of these vessels, after discharging their cargoes, changed their ^{flag} ~~nationality~~, which had ~~probably~~ ^{been} ~~been~~ ^{pre-arranged} in Brazil. The American Captain's crew, with flag and papers, would leave the vessel, and she instantly becoming invested with Spanish, Portuguese or Brazilian nationality. (note over)

By this arrangement, as the United States never has, ^{consented} ~~consented~~ and never ^{ought} ~~ought~~ ^{to consent} ~~to consent~~ on the African coast, to grant to Great Britain, or any other power, the right of search; a vessel when falling in with an American cruiser would be prepared to slide the search and capture, ~~from~~ ^{and} the display of a foreign ensign and papers, even had she slaves on board. And on the other ^{hand} ~~she~~ ^{might} the same day, fall in with a British cruiser; and by the

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*

The papers of the second class, captured by the Perry, were in form accepting the new test, which showed but one American on board, who was master of the vessel. And in a letter of instructions from the reported owner, of the vessel, he was required to leave the vessel whenever the Italian Government directed him to do so.

This shows how readily the nationality of a vessel may be changed.

display of her flag, and presenting the register or sea letter, vindicate her American nationality. This illustrates the importance of men of war, belonging to each nation, cruising in company for the detection of slavers.

Great Britain being in treaty with Spain, Portugal, Brazil, Sardinia and other powers, the proposed mode of cooperation would lead to the detection of slavers, under almost any nationality, except that of France, which government has an efficient squadron of steam and sailing vessels on the coast, fully prepared to vindicate her own flag. * (note here)

In reference to ^{vessels} ~~ostensibly~~ American ^{vessels} which had been engaged in the slave trade; - a British ^{officer} on the 21st of March 1850, ~~stated to the~~ ^{stated to the} ~~commander of the~~ ^{commander of the} ~~Duty~~ in a letter, enclosing a list of American vessels which had been boarded by the cruiser under his command; ~~stated to the~~ ^{vessels had} ~~commander of the~~ ^{been taken} ~~Duty~~ that all these ^{vessels had} ~~been taken~~ ^{from the coast} ~~from the coast~~ and with the exception of the ^{one} ~~one~~ ^{captured with} ~~captured with~~ ^{slaves on board} ~~slaves on board~~ by a British steamer, had escaped. ^{the registers,} ~~the registers, ^{or sea letters,} ~~or sea letters, of these vessels ^{appeared to be} ~~appeared to be ^{genuine and} ~~genuine and ^{being} ~~being~~ ^{unable to detect any inaccuracy in} ~~unable to detect any inaccuracy in ^{their papers, his duty to the American flag} ~~their papers, his duty to the American flag ^{had ceased.} ~~had ceased. ^{The} ~~The ^{list of} ~~list of ^{vessels} ~~vessels~~ ^{had} ~~had ^{been boarded by himself,} ~~been boarded by himself, ^{from} ~~from ^{the} ~~the ^{commander} ~~commander ^{was afterwards captured by the} ~~was afterwards captured by the ^{senior officer of the} ~~senior officer of the ^{division was referred to,} ~~division was referred to, ^{who could give a list of} ~~who could give a list of ^{many more, all of which would have been} ~~many more, all of which would have been ^{good prizes to an officer having the right of} ~~good prizes to an officer having the right of ^{search for he was well opinioned that they} ~~search for he was well opinioned that they ^{went over to that coast, fully fitted and} ~~went over to that coast, fully fitted and ^{equipped for the slave trade.} ~~equipped for the slave trade.~~

He ^{was} ~~was~~ ^{expressed} ~~expressed ^{the} ~~the ^{regrets} ~~regrets ^{that the pleasure of making} ~~that the pleasure of making ^{the acquaintance} ~~the acquaintance ^{had only fallen to his lot at a} ~~had only fallen to his lot at a~~~~~~~~~~~~

* The Master of the first slave captured by the Perry, stated that had he not supposed she was an English trader, he would have been pained with a foreign flag and otherwise, to have eluded search and capture, and that on a former occasion, he had been boarded by an English trader, whom, to save his own property, he ~~had~~ ^{refusing} bluffed off John Bull with that flag, ~~pretending~~ ^{referring} to the American flag.

* * The Lucy Ann, when captured, was boarded fifty or sixty miles to leeward, or south of Luanda. She had an American flag flying, although her papers had been deposited in the Consul's office at Rio. The English boarding officer, who was not allowed to see any papers, suspecting her character, protracted his visit for some time. As he was about leaving the vessel, a cry or ^{shout} ~~groan~~ was heard, arising from the hold. The main hatches were apparently found up from below, although a boat was placed over them at which ^{and} the heads of many people appeared. Five hundred and forty seven slaves were found in the hold almost in a state of suffocation. The Master then hauled down the American flag, declared the vessel to be Brazilian, and gave up the vessel, her up.

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moment when the term of his service on the Western
Coast of Africa had expired. But was satisfied that not
only on the part of the Senior Officer commanding
the Southern Division, but also his brother Officers
still remaining in service on the Coast, ~~that he~~
~~boarded must with~~ ^{would be afforded} the most cordial co-operation
in the suppression of the slave trade.

The British Commissioner ~~George Jackson~~
of the mixed Commission, under the Treaty between
Great Britain and Portugal, for the suppression of
the African Slave Trade; also furnished a list
of suspected Slaves which had claimed American Nationality.

On the 25th of March the Commander of the
^{English} ~~Portuguese~~ requested the Captain of the ~~English~~ Steamer
to give him a detailed account of the circumstances
attending the capture of the ^{barque} ~~barque~~ ^{of} the name of Her B. de
Steamer Five Fly.

265 He asked for this information, as the barque
was boarded when under American colors, although
displaying Brazilian colors when captured.

In reply, the English Captain, begged to inform
him, that the slave barque barque seized under
the Brazilian flag on the 19th ^{the American ensign} instant, had fly-
ing at the time she was boarded, ~~the Ameri-
can Ensign~~. The boarding Officer having
doubts of her nationality, in consequence of her
papers not appearing to be regular; he ^{himself} ~~he~~ although
sick at the time, considered it his duty
to go on board, when being convinced that her
papers were false, he informed the person
calling himself Master of her, that it was his
duty to go on board and send him to the American
Squadron, or in the event of not falling in with
them, to New York. The Master immediately went
on deck and ordered the Mate to haul ^{down} ~~the~~
American Ensign, ~~down~~ to throw it overboard,
and to hoist their proper colors. The American
Ensign was hauled down and then rehoisted.

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by the Mate, who immediately invited the Brazilian
Ensign. A man then came on deck from below,
saying that he was Captain of the Popel, that she
was a Brazilian property, and fully fitted for
the slave trade; which the person who first
appeared acknowledged, stating that he himself
was a Brazilian subject. Having obtained this
from them in writing, the person who first cal-
led himself Captain having signed it, and
having had the signing of the document witnessed
by two officers, he opened her hatches, found all
the Brazilian beer below, slave deck laid water
filled provisions for the slaves, and slave shackles.

The official correspondence on this subject was
immediately transmitted to the Army Department.

At this period

The Agent of a large & respectable commercial
house, in Salem Massachusetts, established at London,
submitted to the Commander of the Pong, a copy of
the Treaty between the United States and Portugal,
together with a letter from the Secretary of State, and
an Officer of the Treasury Department, exhibiting the commercial
rights of the United States, under said Treaty.

The Agent claimed, that according to the Treaty,
a portion of the duties were to be remitted, when a vessel
arrived direct from the United States;
which had not been ^{acknowledged at London} ~~observed~~, on the ground
that the vessels were in the habit of touching
at the native ports. While the Agent ^{insisted} ~~claimed~~ that
these ports ^{were not} ~~were~~ being recognized as within the
jurisdiction of a civilized government, that the Portu-
guese provincial authorities had not faithfully aban-
doned the Treaty stipulations.

The subject was referred to the government.

After remaining a week in London, making
proper repairs on the ~~Popel~~ Popel, and refitting
the crew; The Pong ran down the coast to her
Northward for the purpose of cruising off Ambig.
in Lat 45° 22' and Long 130° 22' E. a noted slave
station under native authority with ^{general facilities for legal trade} ~~arranging at her~~

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at this
Anning Station the following morning three English Steam
Cruisers were in sight. The Second Lieutenant of the
Pony was sent to call on the Commanding Officer
of the Southern Division of the British Squadron, who soon
after ^{wards} called aboard the American frigate in person.

^{dated}
In a letter, The 24th of March, the ^{British} Commanding Officer of
the Southern Division of the Squadron, informed the Commander
of the Pony, that it afforded him great pleasure to
witness the presence of a United States frigate on the South
West Coast of Africa, to be employed in the co-operation
with British frigates in the suppression of the Slave trade.
And he therefore took the liberty to transmit ^{to him}
by the Officer of the Pony, kindly sent to visit upon him,
two documents connected with Brazilian Slave frigates,
which had lately come over to that coast (from
Brazil), displaying the American ensign and
presenting to the English commanding officer (as they
had proven) fraudulent American papers.

He assured him that in the necessary exami-
nation of papers these papers, every respect had
been paid to the American flag, and the visit
made in strict accordance with the Treaty between
the United States of America and Great Britain,
and that it was not until the different frigates
had voluntarily hauled down their ensigns, and
destroyed their papers, ^{that} ~~informing~~ ^{that} them at the
same time that they were Brazilian, that
(~~any~~) possession was taken of them. He intimates
that a letter, a copy of ^{which was} ~~a letter~~ ^{been} ~~sent~~ ^{sent}
him by a Lieutenant of the Cyclops, who had ^{sent} ~~sent~~
one of the frigates to the Island of St. Helena, on board
of which ^{one of the frigates} ~~frigate~~ were two American seamen, and that
letter would give some idea of the plan pursued by
parties in the Brazil, to equip and man Brazilian
Slave frigates.

It would afford him immense pleasure to
give every assistance and information in his power for
the furtherance of the service on which they were
both engaged.

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ing morning, three English Steam
The Second Lieutenant of the
in the Commanding Officer
The British Squadron, who soon
American Cruiser in person.

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h. The Commanding Officer of
Squadron, informed the Commander
and felt him great pleasure to
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suppression of the Slave Trade.
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The ^{enclosed} letter above referred to, stated that American ^{seamen} sailors were often enticed on board of Slavers, without knowing their real character until it was too late to leave them. And that the ^{owner of} a lodging house, in Rio, where two or three sailors were boarding, on one occasion offered to get them a ship bound to the United States, ^{which} ~~but~~ at the time was loading at Vittoria, a harbor to the southward of Cape Rio. They agreed to ship; and after receiving their advance, proceeded in a small steamer outside the harbor of Rio, where they were transferred to a schooner ~~company~~ ^{company} with a number of Brazilians, and in a few days reached Vittoria. On perusing the Slaver, which was named "Pilot," they discovered her true character, but were not allowed to go ashore, and ^{were} ~~permitted~~ ^{permitted}, on their arrival in Africa, a good reward, with the option of returning in the ship, or having their passage found in another. ^{that these men} It was ~~affirmed~~ ^{affirmed} that they had never seen the American Consul, ^{and} ~~the~~ ^{the} crew list, register and other papers, were forgeries. Also, that the owner of the Pilot was a Brazilian and esteemed one of the richest men in the Empire. Two slave steamers were owned by him; and it was said that he had boasted that not a creek flowed that he had not had a full cargo of slaves landed in the coast. He then owned seven or eight ~~sailing~~ ^{sailing} vessels under the American flag, which he had bought in Rio, and whose papers were all forgeries. (common).

One of the vessels belonging to the rich Brazil merchant, sailing alternately under the American & Brazilian flag, had made nine slave voyages, and the last voyage, before ^{she was} captured, the American Captain had landed at Angra, with his crew, his flag and papers; ^{and} then the vessel shipped out thousands of slaves.

An American was the consignee of these vessels leaving his country flag; ~~from~~ ^{he} obtained for the crew-master's crew flag and papers; and obtained for them received for his agency, a percentage on all slaves landed from ^{the} vessels, which had borne

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The American flag.

During the month when the Pilot was equipped at Victoria, two other slavers were also fitting out for the Slave Trade under the American flag; viz, the "Carco" and ^{the} "Mora"; the former ^{was} with four hundred ^{slaves} ^{and} afterwards captured by the English Steamer Pluto; the other entered the harbor of Rio under Brazilian colors, having landed ^{her} slaves outside.

The Pilot made the African coast near Benguela; and afterwards anchored at Bahia Langa where, there being no slaves ready for shipment as eight hundred ^{a few days previously} had been shipped ^{in a two} ^{hundred} ton schooner, a few days ^{previously}, she was ordered by the Slave Agents to remain at sea for ten days. On making the land at the expiration of that time, and the English Steamers Firefly, Lion, and Pluto, being at Anabiz, she was again ordered to sea for ten days. When on anchoring at the latter place, she was captured by the English Steamer Cyclops. ^{She} ~~There~~ ^{was} to have shipped twelve hundred ^{slaves} ~~slaves~~, who had been for some time ready for a Slave Steamer that had been ^{then} strictly blockaded at Santos by the English Steamer Hydra, as ^{prevented} her leaving port. ^{Such was the information contained in the letter.}

^{Such was the information contained in this letter.}
During this correspondence with the British ^{officers} ~~captains~~ the Porpo was cruising off Anabiz, in company with a part of the British Squadron. ^{These} ~~They~~ ^{were} ~~for~~ ^{the purpose of} boarding and searching all American vessels suspected of being engaged in the Slave Trade on that part of the coast.

On the 27th of March, the Commander in a letter to the Navy Department, enclosed copies of letters, which had passed between himself and the English Captain, in relation to the capture of the Margue Narvaez, which ^{captain} had been boarded when under American colors, and captured under Brazilian colors.

He also transmitted a copy of a letter and papers addressed to him by the Commanding Officer of the Southern Division of the British Squadron on that coast, explanatory of the course pursued.

Shoon

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After cruising for several days, The Comman-
der in Chief of the British Naval forces, leaving his
pendent as the Main of the Steam frigate Contar, ^{appeared}
in the Offing. The Perry hauled up her
Cours and saluted him with thirteen guns, which
were duly returned. An official call was made
on the Commodore, and an arrangement settled
for the joint cruising of the Perry and Steamer
Byelops.

This cruising had continued for a week or
more, when the arrival of the U.S. Schooner of War
John Adams, constituted her Commander the
Senior American Officer South of the equator, ^{and}
~~he~~ ^{he, accordingly} while in company, relieved the Perry of the
correspondence with the British Officers.

At that time after the arrival of the Adams
it became necessary for her to visit Lucania when
the Perry was again left with the Byelops cruising
off Lebriz. Chapter XXVI.

On the 15th of April, the American brigantine
Lorisa Beaton, which a few days previously had been
boarded, examined, and proven to be a legal trader
ran out of Lebriz under American colors,
one of the Officers who had been on
shore, on their return in the evening, reported
that it was rumored that the Lorisa Beaton
had shipped, and escaped with a cargo of
slaves.

That report had ~~then~~ then made

Chapter XXVI

American Brigantine Louisa Beaton sub-
 jected—Correspondence with the Commander of
 the Southern Division of the British Squadron—
 Boatwising—Currents—Rollers on the coast—
 Trade winds—Climate—Prince's Islands—Mad-
 rascas (P. Ferreira).

good offing and was out of sight. 183

Acting under the impression that of the report thus conveyed, (rumor)

~~good offing and was out of sight. But the Perry,~~
being under way, despatched an armed boat
under the ~~command~~ ^{in charge} of the second Lieutenant
and junior Paid Midshipman, was despatched on
each beam ~~side of force in five minutes~~. And with
The Perry stood out to sea steering to the north
ward and westward, in the hope of overhauling
the chase. At daylight, being out of sight of the
land, and no sail visible, the boats were
picked up, and the vessel stood in towards Ambriz.

During the ^{morning} day, in joining company with
the Cyclops, the second Lieutenant was sent with
a message to her commander, requesting that
~~the officer who had taken the ship~~ he might re-
main on board; and that the Cyclops should
stand out to sea on a south west course,
with a view of overhauling the ~~disputed~~ ^{Louisa Beaton} vessel.

^{and ascertaining if there was any foundation for this charge against her.}
The proposition was readily complied with,
and after running forty miles off the land, and
no sail being seen, the steamer signified the Perry
to stop. A letter from the Commanding Officer of the British
division, dated April 15th, containing information to the
effect that the ~~commander~~ ^{commander of the Perry} had
following effect: That (rumor)

He had the pleasure of receiving the in-
telligence, which the ^{Commander of the Perry} had kindly sent him by the
Lieutenant, informing him that a report had
been circulated, that the American Brigantine
Louisa Beaton, which vessel was lying at Ambriz,
in company with the British and American cruisers
on the 4th instant, had shipped a cargo of negroes.

He had observed the Louisa Beaton, weigh
fame Ambriz on the evening of the 12th instant,
and pass close to the stern of the Perry, with her
colors flying; and at her departure she was observed
by him, close in with the land. ^{He} Also sighted her
next morning, and continued to see her until the
evening, apparently looking in shore to the southward.

²⁴ As the wind had been exceedingly light all night,
he thought it possible, if the information of the Louisa
Beaton shipowner of slaves had been correct, that

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~~the~~ ^{the} might overtake her, and accordingly proposed to
the Lieutenant of the Perry, ~~that he should accompany~~
him, and watch the proceedings of the ship
in case they should discover her, the Lieutenant having
^{according to his purpose} ~~learned~~ ^{learned} to the Westward for nearly forty
miles but saw nothing of her. And was of
opinion, that the report affecting the character
of the *Louisa Beaton* was not ~~then~~ correct, ~~and~~
— And that when ^{intelligence next arrived} ~~the next vessel~~ from London,
she would be found to have ~~learned~~ ^{reached} that place.

But he believed it very probable, that she had
been disposed of by sale, in consequence of the
slave dealers not having been successful;
as they had effected the embarkation of only
two cargoes of Negroes that year (1850) and therefore
all the vessels that could be procured, no matter
at what expense, would be eagerly sought
after. But as he had heard that there was no
water at Ambriz, he had supposed it probable
that arrangements were ^{making} ~~being made~~ for the
Louisa Beaton's cargo ~~being~~ ^{to} discharged at Loanda,
~~from~~ whence, after having procured the necessary
articles and fittings required, she would probably
return to Ambriz for the Negroes. He remarked
that this would be no new occurrence, as many
American vessels had been disposed of in a sim-
ilar manner, and escaped with cargoes of Africans
since he had been stationed on the coast.

Had no American man of war been
present, on the 12th instant, when the *Louisa*
Beaton left Ambriz, he should have considered
it his duty (from there having been observed
whilst in company with her, on the 7th instant,
a large quantity of planks, sufficient for a
slave deck, on her upper deck, together with
water casks which would have created ~~rather~~
suspicion) to have visited her, and satisfied
himself, that her nationality had not been
changed by sale at Ambriz. Not taking it for
granted, that the flag displayed by any

^{He adds that as}
N^o ~~the~~ it was probable that he might not
meet The John Adams previous to The Perry,
leaving The Coast for Porto Raza; the ^{Commander of} ~~vessel~~
^{the Perry would} oblige him, by forwarding a copy of That
Letter to the ^{Honorable} ~~Commander~~ ^{for your information} for the information
of The Commander in Chief of The American
Squadron; as it would be his duty to lay it
before The British Commander in Chief; in
The sincere hope that some arrangement
would be made by Those Officers, to put a
stop to that nefarious System on The South
West Coast of Africa.

A boat had been dispatched from the Perry to Leanda which found the Livina Beaton, still offering no cause of suspicion. A legal tender lying in that port.

On the 14th of April, the Commander of the
Frig. informed the ^{British} Commanding Officer of the
North West Division of the British Naval forces
on ~~the coast of Cuba~~. That he had received
~~the letter along with~~ - and forwarded the same
for information to be submitted in the 1st instant
letter ^{in reply} to his request ^(run on)
in relation to a report which had communicated
to him, that the Brigantine Luisa Treton,
had shipped a cargo of slaves at Ambriz,
and ~~agreed to his request~~, he would
forward a copy of it to the Commander
of the John Adams, for the information
of the American Commander in Chief, ^{the same time that he}
turning, at ^{the same time that he} had boarded the Luisa Treton, at
sea, several days before her arrival, and
found her to be a legal American trader,
~~which~~ ^{which} character she sustained while at
Anchorage, with the ^{several} ~~several~~ men of war, at
Ambriz; and that (run on) -

She had no reason, other than an abuse
of three days, to suppose that she could.
In the mean time, have fitted for a slave
sizer, and therefore did not consider

to be
it, his duty again to board her; ^{that he} and he was
happy to inform him that the report of
The Laura Beaton having taken slaves at
Ambriz, was untrue, and that she was then
at ~~London~~ St. Paul de Loanda.

In relation to the British Commander
"not taking it for granted that the flag
displayed by any vessel is a sufficient
evidence of her nationality," ^{Commander of the Perry} he remarked
that, - The flag which a vessel bears is
prima facie, although it is not conclusive
proof of nationality. It is a mere emblem
which loses its true character when it is worn
by those who have no right to it. On the other
hand, those who lawfully display the flag
of the United States, will have all the
protection which it supplies. - Therefore ~~any~~
when a foreign cruiser boards a vessel under
this flag, she will do it upon her own
responsibility.

On the 19th of April, the British Commander
acknowledged the receipt of the communication
of the 17th instant, in reply to his of the 15th.
in which, ^{as before himself} he was glad to learn that the
report of The Laura Beaton having shipped
a cargo of slaves at Ambriz, was incorrect. (wrong)

But as vessels were disposed to change
their nationality and escape from Ambriz with
slaves, in so very short a period of time, as a
few hours; ~~he~~ ^{we} would respectfully suggest
the necessity of keeping a strict watch over
the movements of The Laura Beaton; should
she appear again on that part of the coast.

Two Armed Boats, were at this time fre-
quently dispatched ^{from the Perry} a long distance in chase of vessels,
when the winds were too light to enable ~~the Perry~~ ^{the Perry}
to overhaul them.

On one occasion, these boats had been ~~sent~~

in
of a vessel.
"chase" for ten hours and encountered, a few minutes
before ^{overhauling her} reaching the point of which they were in possession
a violent squall of wind and rain. When the squall
had passed over, after eight fathoms, the strange
vessel was ^{transcendent} ^{found} within long gun shot of the
Perry. A thirty two pound shot was thrown astern of her
and quite reddened ^{the fore again enveloped her & she became} the ^{state again} ^{became} ^{impossible}
On the return of the boats which had succeeded
in boarding the chase, the commander regretted to learn
that the strange vessel was a Portuguese man of
war. In the year when falling in with her at
Benquela, the ^{following} ^{he} ^{commander} ^{visited} ^{himself} ^{at} ^{early} ^{and} ^{apologize} ^{for} ^{having} ^{forced} ^{which} ^{had}
been done under the impression that the vessel
was a merchantman ^{and} for the purpose of bringing
her to ^{in order to ascertain} ^{and} ^{expressing} ^{her} ^{character}.

The John Adams, after a short stay at
Lisbon, again appeared off Anvik, and resumed
her cruising. ~~When~~ ^{and} The Perry, provisions had
become nearly exhausted, she was ordered by the
Adams, to proceed to the North coast with despatches
to the Commodore.

The land along the Southern African coast, from Lat. 40 South extending to Benguela, and even to the Cape of Good Hope, is more elevated than the coast to the northward towards the equator, ~~and that extending into Liberia.~~ Long ranges of high bluffs may be seen, ~~in places~~ ^{in some cases} extending from twenty to thirty miles. A short distance to the west, on the north of Ambria, is seen a remarkable range of hills, with heavy blocks of granite around them - resembling at a distance, a small village. The "granite pillar" which shoots up in the air towering above the surrounding blocks, like a church spire, is a good land mark to the sailors off Ambria. ~~The~~ ^{These} often find themselves at day light, after beating down, the night to the northward, drifted down abreast of us by the northery current, - after beating down the night, to the northward.

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Africa and the American Flag

Flag Flag

These ^{people} present some of the lowest forms of humanity.

There are so many graphic descriptions before the public, in sea novels and naval journals, of life on a man of war, that it may well suffice here to remark, that a small well-stocked, comfortable gunboat, - salt provisions, abundance of fresh vegetables, an occasional ^{and} tornado, deluge of rain, were all, that naval life fully tried during the ^{five} ~~last~~ days passage to Pienan Island.

The temperature of ^{both the} air and ^{within} water in northern
intertropical Africa, averages, during the months
of August and September, 72° . And off Benguela,
on one occasion, early in July, the air temperature
was as low as 60° . While in the month of February
the thermometer seldom reaches a higher point
than 82° .

It is ~~generally~~ known that the North-East trade winds prevail in the Atlantic Ocean between the African and American continents. South of the Equator, i. e. the tropic of Capricorn, and ^{the} North-East trade to the southern Lytle tropic of Cancer. Sides of course of ^(run on over)

from our former observations 188

generally understood, that the sun heats the Equatorial regions to a higher temperature than is found any where else, and that the air over these regions is consequently expanded and rendered lighter than that which envelopes the ^{regions} ~~territories~~ at a distance. It causes the whole mantle of air round the earth, at a short distance near the equator, to be displaced, and thrown upwards, (like the draft of a chimney) by the cooler and heavier air rushing in ⁱⁿ steadfast and continuous streams from the North and South. The earth's revolution carries every thing on its surface, somewhat against these air currents in their progress, so that they appear to sweep ~~along~~ ^{across} ~~along~~ the earth and sea, - coming from North East and South East. In consequence of the greater amount of heated land being in the northern hemisphere, its peculiar wind, ^{or} the North East ^{Trade} is narrower. While the other, the South East, blowing from the greater expanse of the southern ocean, is broader. The latter therefore sometimes extends considerably beyond the Equatorial line. Thus the winds, over all the Gulf of America, are generally from the North.

(summary)

(summary)

¹ But again in this part of the work, completion of the construction, to treat more of the sailors and idlers, than of the climate - the more and its inhabitants; it is time to return to the Pen. Now squared away before the wind, with steady sails set - blew and went bound to Port Royal via Prince's Island and ² returned on the Green and in the morning of the 14th.

There are so many graphic descriptions before
The public in Sea News and Naval Journal, of life
in a man of war, that it may well suffice here
to remark, that a small ship, uncomfortable
quarters, left provisions, abundance of food, no
in occasional storms and change of rain, were
all that naval life duly suffered.
The five days passage from Ireland, ~~the~~ ^{the} ~~the~~
~~occasion a sudden change of weather~~ ^{the} ~~the~~
~~land a morning service~~

that

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it was a matter of great importance to keep one of the
Squadron upon the Southern Coast, and ^{he} ~~that~~ ^{he} ~~not~~ ^{not} having
provisions sufficient to enable him to proceed ^{to the} ~~there~~ ^{as} ~~there~~, and
the John Adams, and the John Adams having nearly
expended her stock would soon be compelled to return
to Porto Praya; ~~therefore~~ ^{therefore} he directed the Commander ^{of the Perry}
to make requisitions upon the flag-ship, for as full a
supply of provisions as could conveniently be stored,
and prepare ^{again} ~~the~~ ^{the} Perry for immediate service on the
Southern Coast.

Chapter XXVII

On the 6th of May, orders were given to the Com-
mander of the Perry, to proceed from thence, with all
practicable despatch, ~~with the Perry to the Southern~~
Coast, ~~where he had lately been cruising~~, and to com-
municate with the Commander of the John Adams
as soon as possible. In case that Repels should have
left the Coast before the arrival of the Perry, her
Commander would proceed ^{to cruise} ~~under~~ former orders,
and the instructions of the Government, ~~for the pur-~~
pose of protecting the lawful commerce of the United
States, and by every legal and proper means, in his
power, to prevent the flag, Repels, or citizens of the
United States from being engaged in the slave trade.

It appeared to the Commodore in the correspondence
had with some of the British Officers, that in certain
cases, where they had boarded Repels under the flag
of the United States, and not having the right of search
threats had been used of detention, and sending
them to the ^{United States} ~~the~~ Squadron, ^{he understood} ~~this~~ was improper and
must not be admitted, or any understanding had
with them authorising such acts, ^{in substance} ~~adding~~ ^{if they}
~~choose~~ ^{chose} to detain suspicious Repels, they must do it
upon their own responsibility, without any effort or
consurance, Referring to the British Government the
right of search, our Government has commanded
us to prevent Repels and citizens of the United States
from engaging in the slave trade. These duties we
must perform to the best of our ability, and we
have no right to ask or receive the aid of a foreign
power. "It is desirable to cultivate and preserve

Chapter XXVII.

Return to the southern coast - Capture of the
 American slave ship Martha - Claims to Brazilian
 nationality - Letters found on board - Illustrative
 of the slave trade - Landu - French, English & Portu-
 guese cruises - Congo River - Boarding foreign
 foreign merchant vessels - Capture of the Polusia
 by a British cruiser - She claims American nation-
 ality - The meeting of the Commodores at Landu -
 Discussions in relation to interference with vessels
 ostensibly American - Seizure of the American
 brigantine Chalworth - Claims by the master of
 the Polusia.

Slavery in the United States / 1838
The Martha's Captive

The good understanding which now exists between the
the good two services; and should any differences arise,
care must be taken that the discussions are temperate
and respectful. You have full authority to act in
concert with the British forces within the scope of our
orders and duty. ~~Always maintained~~

On the same day ~~the vessels were seen~~ the
Perry again sailed for the South coast, and after
boarding several vessels, which proved to be legal
traders. ~~The proof of innocence being shown upon the~~
~~proofs~~ ^{order of the British} ^{continued to the King's field of the common law}
~~reversing the principles of common law~~ A ~~large~~
large slaver was captured, and made ~~the subject~~
of a communication dated June 7th 1838.

In ^{this} ~~the~~ ^{fact}, it was stated to the Commodore that
apparently the Perry, agreeably to his orders, had
made the best of her way. ^{and} ^{arrived off}
that place on the 5th instant. ^{It was} ^{reported} ~~and there~~ ~~learned~~
that the John Adams was probably at Funchal,
and accordingly a cruise was shaped for that point.
But on the 6th instant at three o'clock in the
afternoon, a large ship ^{with two tiers of painted ports} ~~was made~~ ~~on the~~ to wind
ward, standing in for the land towards Azores.
At four o'clock ~~came up with the chase~~ ^{was overhauled} ~~which~~
~~had~~ the name "Martha", New York, registered
on her stern. The ship Perry had no colors flying;
the ship, when in range of the ~~Perry's~~ guns, hoisted
the American flag. Shortened sail and backed
her main top sail. The first Lieutenant ^{Mr. Rush} ~~was sent~~
to board her. As he was rendering her stern, the
~~people~~ ^{the people} on board, ~~the ship~~, observed by the uniform
of the boarding officer, that the ~~the~~ vessel was an
American cruiser. The ship then hoisted down the
American and hoisted Brazilian colors. The officer
went on board and asked for papers and other proofs
of nationality. The Captain denied having papers,
log, or any thing else. At this time something was
thrown overboard, when another boat was sent
from the Perry, and picked up the writing desk
by the Captain, containing sundry papers and
letters. ~~These~~ identifying the Captain as an American.

citizen, also indicating

15. ~~He is an American~~ The owner of three fifths of the Aspect
resident in Rio de Janeiro, ~~and~~ After obtaining pos-
itive proof, that the ship Maitha, was a slave,
she was seized as a prize.

Shower the Captain, ^{at length} admitted that the ship was fully
equipped for the slave trade. There were found on
board the vessel, one hundred and twenty six casks
filled with water. containing from one hundred to
one hundred and fifty gallons each; one hundred
and fifty barrels of farina for slave food; ^{several} hundred
sacks of beans; slave deck laid; four iron boilers
for cooking slave provisions; iron bars with the neces-
sary wood work for securing slaves to the deck, over
hundred spoons for feeding them; between thirty and
forty muskets, and ^{a written} an agreement between the owner
and Captain with the receipt of the owner for two
thousand mil reis.

There being thirty five persons on board this prize, many of whom were foreigners, it was deemed necessary to send a force of ~~two~~ twenty five men, with the first and second Lieutenants, that the prize might be safely conducted to New York, for which place she took her departure that evening.

Soon after the Martha was discovered she
crossed ^{within hauling distance} paper, ^{within} of an American brig several
miles ahead of the Perry, and asked the name of
the vessel astern; on being told, the Captain ^{in despair} threw
his trumpet on deck, ^{in despair}. But on a moment's
reflection, as he afterwards stated, he concluded ^{intuitively} that
she must be an English vessel; not only from her
appearance, but from the knowledge that the Perry
had left for Porto Praya ^{not such a date} and could
not ~~have returned~~ ^{have returned} in the mean time to that point
of the coast. Therefore finding, when within gunshot
of the vessel that he could not escape, and a mist
showing his colors, ran up the American flag in
-tending ^{to avoid} his nationality. ^{Search and capture}
The boarding officer was received ^{at the gangway} by the Brazilian
Captain, who ^{intensely} insisted that the vessel was Brazilian prop-
erty. So the Officer, agreeably to an order received on

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received leaving The Perry, ~~promised~~ to hold the ship
to the nationality first indicated by her colors, pro-
ceeded in the search. In the mean time, the Amer-
ican Captain, ~~being identified by an American officer~~
notwithstanding his guise as a sailor, ^{being identified by an American officer} was sent
on board The Perry. He claimed that the vessel
could not lawfully be subjected to search by an Amer-
ican ^{man of war} while under Brazilian colors. But on
being informed that he would be seized as a pirate
for sailing without papers, even were he not a slave,
he admitted that she was on a slaving voyage, and
adding, that, had he not fallen in with The Perry,
he would, during the night, have shipped eighteen
hundred slaves, and before daylight in the morning,
been clear of the coast.

Popey was immediately taken by the Martha;
her crew put in irons, and both American and Bra-
zilian Captains, together with three or four cabin passengers,
probably slave agents, were given to understand, that
they would be similarly treated, in case of the slightest
manifestation of insubordination. The accounts of
the prize ^{over} were transferred. The vessel provisioned, and
in twenty four hours after her capture, the vessel ex-
changed three cheers and the Martha bore away for
New York. She was condemned in the District Court.
The Captain was admitted to bail for the sum of four
thousand dollars, which was afterwards reduced to three
thousand, ^{and} then escaped justice by the ^{of} forfeiture, &c.
The American mate was sentenced to the penitentiary
for the term of two years, and the foreigners, who had
been ^{to the United States} sent, ~~because~~ on account of the moral effects being re-
garded as beyond our jurisdiction, were discharged.
The ^{with deck} ~~boat~~ ^{threw} overboard from the Martha, soon
after she was boarded, contained sundry papers, making
curious revelations of the agency of some American citizens
engaged in ^{the slave trade} these papers implicated a number of
persons, who are little suspected of ever having participated
in such a diabolical traffic. A citizen of New York -
Then on the African coast, in a letter to the Captain of the Martha
says "The French barge will be here in a few days, and

As yet, the Agent has no instructions as to her taking down
- (Negroes, slaves). "I burn the five papers which I have seen.
I infer that Quincy is pretty high at that place."

"It is thought here that the brig Susan would bring a good price as she had water aboard." "A. an American merchant has sold the ship, and she has put under Brazilian colors and gone around the Cape. The name of the brigantine in which B. came passengers was the ^{United States} Satind. she was, as we are told, formerly the ^{United States} "Perry's Power."

29th [After parting company with the Martha, the Perry
proceeded to Loanda and found an English, French
and Portuguese Men-of-War in port. The John Adams
bearing of her with her provisions, ^{not until after having had the coast fortified} had sailed for Cape
~~to capture a slave~~ ^{North Coast}. The British Commodore called aboard
and offered his congratulations on the capture
of the Martha, remarking that she was the
largest slave that had been in the coast for
many years; and the effect of sending all hands
found in her to the United States, would prove a
severe blow to the ~~Slave Trade~~ ^{after the capture of a ship} ~~Irregular~~ traffic. The
British Cruisers were ~~not~~ ^{not} in the practice of landing the
slave crew, ^{except when they are British subjects,} ~~upon the capture of the ship~~ at some point
on the coast. This however is believed to be required by the
Governments with which Great Britain ^{has formed treaties,} ~~is in treaty~~ ^{has formed treaties,} ~~is in treaty~~

~~*Letter~~ The following letter from ~~discovered~~
Palmerston to Sir H. L. Bulwer, ^{then} British
Minister at Washington, appears in the
Parliamentary Papers of 1851. LVI. Part I

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[Foreign Office November 18, 1850]

Sir,

I herewith transmit to you for your
information a copy of a despatch from the
Commodore in command of H. M. Squadron
on the West Coast of Africa, respecting the cir-
cumstances under which the ship Martha was
captured on the 5th of June 1850 last, fully
equipped for the slave trade, by the H. M. S. *Porpoise*,
of War Ship and sent to the United States
for trial.

I have to instruct you to furnish me
with a full report of the proceedings which
may take place in this case before the courts
of law in the United States.

Palmerston"

500-a

Sept

Sept 1858

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excepting when the crews are British subjects.

At the expiration of a few days, the Perry proceeded on a cruise down the coast, towards the Congo River; - encountering incessantly the British Steamers, Cyclops, Radder, and Pluto. All vessels seen were boarded and found to be legal traders. Several days were spent between Louisa and the Congo, and learning from the Pluto, stationed off the mouth of the Congo river, that no rebels had, for a long time, appeared in that quarter, an idea previously entertained, of proceeding up the river was abandoned. The Perry was then worked up the coast towards Benguel.

Among the many incidents occurring, on one occasion at three o'clock in the morning, when the character of the rebels could not be ascertained, a sail suddenly appeared, when, as directed on meeting a rebel at night, the battery was ordered to be cleared away, and the men sent to the guns. The stranger fired a musket, which was instantly returned. Subsequent explanations, between the Commanders of the vessels, were given that the first fire was made without the knowledge of the character of the rebels, and the latter was made to compel the former, and to show the character of the rebel.

On boarding traders, the Master, in one or two instances, when sailing under a foreign flag, had requested the boarding officer to search, and after ascertaining her real character, to endorse their register. This elicited the following order to the boarding officer.

"If a Rebel hoists the American flag, is of American build, has her name and place of ownership registered on her stern, or if she has but half of these indications of American nationality, you will on boarding, ask for her papers, which papers you will examine and retain, if she exhibits suspicion of being a slave until you have searched sufficiently to satisfy yourself of her real character. Should the rebel be American, and doubt exist of her real character, you will bring her to this Rebel, or if it can be done more expeditiously, you will despatch one of your boats, communicating such information as will enable the Commanders to give specific directions, in person, to visit the suspected rebel.

"If the strange Rebel be a foreigner, you will on

The ~~moment~~ of ascertaining the fact, leave her, declining even at the request of the Captain to search the vessel, or to endure her character. As it must appear to some in mind, that our government does not permit the detention and search of American vessels by foreign cruises; and consequently, is ~~particular~~ ^{scrupulous} in observing towards the vessels of other nations, the same line of conduct, which she expects from foreign cruises, towards her own vessels."

You will also remember that our squadron is on this coast for the protection of American commerce, and for the suppression of the slave trade as far as it may be carried on by American vessels, or under the American flag.

Enclosed are the Instructions to the commanding officer, and codes of the Government for your guidance.

After cruising several days off the southern point designated in her orders, the Perry ran into Benguela, and after spending a day in that place, she proceeded down the coast to the northward, northward, occasionally fighting with British cruises and legal traders. On meeting the Recluse, the British commanding officer of the Southern Division of the British force ^{in a letter dated} stated on the 16th of July, stated to the Commander of the Perry, that he hastened to transmit, for his information, the following extract from a report just received from the Commander of Her Britannic Majesty's Steam Sloop Rattler, with copies of two other documents transmitted by the same officer, and trusted that the same would be deemed satisfactory as far as American interests were concerned.

The extract ~~provided~~ gave the information, that on the 2^d of July, Her Majesty's Steam Sloop Rattler, captured the Brazilian Brigantine Polucia, of one hundred and twenty tons; a crew of seven men, and fully equipped for the slave trade, with false papers, and sailing under the American flag; that the crew had been landed at Nabowdy; and that the vessel had been sent to St. Helena for adjudication, ~~where it is to be tried and its crew~~ And that ~~the~~ ^{the} enclosed certified declarations from the Master, Captain, and Chief Mate, stating the vessel to be bona fide Brazilian property. That they had no protest to

excepting when the crews are British Subjects.

At the expiration of four days the Perry proceeded on a cruise down the coast towards the Congo River. Encountering unexpectedly the British Steamers Cyclops, Hatter and the Pluto. All vessels seen were boarded and proved to be legal traders. Several days were spent between Lourenco and Congo, but learning from the Pluto, stationed off the mouth of the Congo river, that no vessels had appeared for a long time in that quarter, the idea previously entertained of proceeding up ^{the} Congo river was abandoned.

The Perry then turned up the coast towards Benguela. On the night of the 30th of July when the character of the night was many moments calm, a change of wind occurred. On one occasion at 3 o'clock, three vessels in the morning boarded close aboard which proved to be the Perry. The Perry then proceeded to the mouth of the Congo river and a small boat was sent out to meet her. The Perry then proceeded to the mouth of the Congo river and a small boat was sent out to meet her. The Perry then proceeded to the mouth of the Congo river and a small boat was sent out to meet her.

In boarding vessels, the Master in one or two instances, when sailing under a foreign flag, had requested the boarding officer to search and after ascertaining the real character, to endorse the Register. This elicited the following order to the boarding officer.

If a vessel hoists the American flag, is of American build, has her name and place of ownership in the United States registered on her deck, or if she has not part of these indications of American nationality, you will on boarding ask for her ^{papers} which papers you will examine and retain, if she excite suspicion of being a slave, until you have searched sufficiently to satisfy yourself of her real character. Should the vessel be American and doubt exists of her real character, you will bring her to this vessel, or if in case he does not appear voluntarily, you will despatch one of your boats communicating such information as will enable the Commander to give specific orders ^{in person} to the suspected vessel.

If the vessel hoist be a foreigner you will on

the Commander of the British ^{south} ~~decision~~ ^{decision} ~~was~~ on board, who in a letter dated the 12th of August stated, That according to the promise made on the 23rd ultimo of furnishing the details from the Commander who had captured the ~~volunteer~~ ^{prisoner} he now ^{gives} the particulars of that capture, which he ~~trusts~~ ^{trusts} would prove satisfactory. He also gave information that the British Commander ~~was~~ ^{was} ~~then~~ ^{there} on the north coast, to whom all further reference must be made for further information, in case it should be required. The ~~letter of reply~~ ^{reply} ~~to the request for further information~~ ^{was dated the 14th ultimo} from the officer who had captured the ~~prisoner~~ ^{prisoner} ~~on the 2nd of July~~ ^{on the 2nd of July} ~~off the Congo River~~ ^{off the Congo River}, she had the American ^{union} flag flying, and on the production of documents purporting to be her papers, he at once discovered the register to be false; it was written in foolscap paper, with the original signature erased; her other papers were likewise forgeries. He therefore immediately detained her. They had been presented to him by the ostensible Master, apparently an American, but calling him self a Brazilian, and claiming the protection of that empire. The register and Master's roll were destroyed by the Master; the remainder of the Records were sent in her for adjudication to St. Helena, for adjudication.

The Commander further stated that on ~~discovering~~ ^{discovering} the ~~volunteer's~~ ^{prisoner's} papers to be false, her Master immediately ^{from below} hauled down the ensign and called the Commander of the ~~Great~~ ^{Great} ~~Victory~~ ^{Victory} in number, all Brazilians, ~~and~~ ^{and} ~~presented~~ ^{presented} ~~himself~~ ^{himself}.

In a letter dated the 15th of August, the ~~above~~ ^{above} communications were acknowledged, and the British Commander of the ~~south~~ ^{south} ~~decision~~ ^{decision} informed, that the American Commander in chief was also on the north ~~west~~ ^{west} coast, and that all official documents must be submitted to him, and that the reply of the 12th instant, with its enclosure, had been forwarded accordingly.

The British Commodore soon arrived at Loanda, and after an exchange of salutes, an interview between the

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of the paper between the two columns, Rich places
the capture of the Navaho and Soliman and other cases

~~two Commodore~~ of three hours, between the two Commodore.
 took place. The Captains of the *Madagascar*, *Volusia*, and another
 vessel, with cases of interference, with ~~repeal~~ ^{repeal} claiming
~~the constituted authority~~ of American Nationality, were
 fully and freely discussed. The British Commodore
 claimed that the vessels in question, were wholly, or in
 part, ^{chiefly} Brazilian, ~~and~~ adding, had they been
 known, as American vessels, the British Officer would
 have presumed to capture, or interfere with them. The
 American Commodore, argued from documents and other
 testimony, that bona fide American vessels had been
 intercepted, and whether ~~or not~~ ^{the} legal or illegal
 trade, they were in no sense ~~responsible~~ ^{responsible} to British Commodore
 or British Cruisers; The United States had made their ^{own}
 spirit to the American government alone, subject to
 the search and capture of American Cruisers, on good grounds
 of suspicion, and evidence of being engaged in the
 slave trade; which the United States, had declared to
 be piracy in a municipal sense. ^{this offense not being} ~~the~~ piracy of the
 laws of nations. adding, in case of slaves, "we choose
 to punish our own vessels, in our way." Several discussions
 subsequently took place, at which the Commodore of the
 Perry, was present ^{subsequently took place} without any definite result, or at least
 while the Perry remained at Luanda. These discussions
 were oftentimes continued, and the Commodore, both
 nations were represented by men of ability, capable of ap-
 preciating, opposing and enforcing the views of their res-
 pective governments.

Every person interested in upholding the rights of humanity,
 or concerned in the progress of Africa, will sympathize with the
 African capture and deliverance of a wretched cargo of African
 slaves, from the grasp of a slave, irrespective of his nationality.
 But it is contrary to national honor, and national interest
 that the right of capturing, should be entrusted to the hands
 of any foreign ^{authority} ~~power~~, in a commercial point of view
 were granted, legal traders would be molested, and
 American Commerce, suffer materially, from a power
 which keeps ^{affords every armed vessel} more than four times the number
 of the commissioned men of war of the United States.
 The ~~capture~~ ^{check} of an American vessel
 under its flag, is the territory

of the United States, and no other authority, but that of the United States, must not be allowed to exercise jurisdiction over ~~them~~. Hence, the importance of a well appointed

On the 18th of August the United States Squadron on the West Coast of Africa, both for the protection of American Commerce, and for the suppression of the slave trade, suffered an American Republics American citizens, may be engaged in that traffic.

On the 18th of August, the Captain of an English private entered the harbor, with his boat, leaving the vessel retired, bringing the information that a suspected American trader ~~was~~ at ~~the~~ ^{on} the Captain states that he had boarded ~~the suspected ship~~, supposing she might be a slave ship, but ascertaining her ~~American~~ nationality, had left her, & proceeded to ~~communicate~~ ^{communicate} to London for the purpose of communicating what had transpired.

On receiving this information, the Commodore ordered the Perry to proceed to Ambiz and board the vessel, and in case she was suspected of being engaged in the slave trade to bring her to London. In the meantime, ^{the Commodore} ~~the Commodore~~ who was about leaving the Squadron as bearer of despatches to the Government, volunteered his services, to take the launch and proceed immediately to Ambiz, as the Perry had sailed, to board and make other preparations previous to leaving. The launch was despatched, and in five hours afterwards, the Perry sailed, arriving on the following ^{morning} within twelve miles of the suspected ship. The Commodore accompanied by the Purser, and ~~other~~ ^{the} ~~other~~ ^{other} who volunteered their services, pulled for the suspected vessel, which proved to be the American Brigantine Chatham, of Baltimore. The Lieutenant, with his launch, then, was on board, he had secured the papers, and commenced the search, after taking the dimensions of the vessel, which corresponded to those noted in the Register, examining and comparing the cargo with the manifest, scrutinizing the crew list, particular certificates, port clearance, and other papers on board; passengers were taken of the Chatham, and the boarding officer directed ^{himself} to proceed with her, in company with the Perry, to London. Both vessels arrived, ^{having} ~~at~~ ^{at} a letter, to the following purport, was addressed to the Commodore.

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Africa and the American Flag

and the American Flag

One hundred bags of farina, a large quantity of plaid
sufficient to lay a slave deck. Casks and barrels of
spirit, in sufficient quantity to contain water for a large
slave cargo, picked bag and other articles, were found
on board the Chatham. These articles and others on board
corresponded generally with the Manifesto, which paper
was drawn up in the Portuguese language, a paper with the
Circular Seal, authorizing the shipment of the crew, all
foreigners, was also made out in the Portuguese language. In
the Registry, the Report was called a brig, instead of brigantine.
A letter of instructions, from the respected Governor a citizen of
Baltimore, directed the American Captain to name the Report
whenever he should be directed to do so, by the Stationer
Cargo. These, together with the report, that the Report on her
last voyage had shipped a cargo of slaves, and ^{her} now being
at the most notorious slave station on the coast, inspired
the Commander of the Perry so strongly with the belief that
the Chatham was a slaver, that he considered it his duty
to direct the boarding officer to take her in charge and proceed
in company with the Perry to Leeward, that the case might
warrant a more critical examination by the Commanding ship.

The Commodore after visiting the Chatham in person, although morally certain she was a slave, yet ^{as} the evidence which she required in the United States Courts, applied to her condemnation, ^{convinced him to be his duty} was wanting, ^{ordered the Commodore to take} the Libby Prison, to order the Commander of the Party to surrender the charge of that Rebel, and return all the papers to her custody, and withdraw his guards from her

The Captain of the *Adriana* suddenly made his appearance at
 Loanda, having in his possession the sea letter which the British
 Commodore who had captured him, called a register ^{written} and
 on a sheet of parchment before
 which, from misapprehension ^{he} erroneously stated, was destroyed by
 the Master. This new matter was introduced in the discussion
 between the two Commodores, which, at intervals, has continued.
 The Captain of the *Adriana* claimed that his paper was bona
 fide American, stating that the sea letter in his possession was
 conclusive evidence to that effect. No other subject than that
 of the nationality of the paper, could while treating upon this matter
 with an English Officer, could be introduced. The sea letter
 was laid before the Commodores, ^{the American} ~~which~~ above all the

Chapter ~~xviii~~ xix

Another cruise - Chateaufort again - Visit to
the Queen near Antibes - Siege of the American
cruiser Louisa Beaton by a British cruiser
- Correspondence - Report of annihilation
from the captors - Siege of the Chateaufort as
a harbor - Italian superscudo - Master of the
Louisa Beaton. side letter

marks of a genuine paper, except ^{in handwriting} the word "signed" ^{occurring} before the
Consul's signature, ^{and} ~~being~~ ^{this referred to} partially erased, indicate that it
had been made out as a copy, and, if genuine, the Consul
had afterwards signed it as an original paper. The Consul's
Seal, ~~however~~, was imperfect, and several other documents,
duly sealed and properly certified were attached bearing
strong evidence that the document was genuine.

The British Commissioner argued that the bearing of the word "signed", even if it did not invalidate the document, gave good ground for the suspicion, that the document was a forgery; and ^{her} having engaged in the Slave Trade, the officer who captured her, regarded the claim first set forth to American Nationality, ^{as} ~~as~~ ^{on} grounds. The American Commissioner could not permit the character of the paper to be espoused as a reason for her capture, and confined the dispute to the papers, constituting the nationality of the vessel. He regarded the word "Commissioner" as genuine, and believed if the paper had been a forgery, that care would have been ^{taken} to have ~~it made out~~ ^{the word had been drawn up} without any error, on the word

2. The discussion in relation to the Bolivia and the Havana, is concerned with the fact that the latter has submitted to the government with full ability. The Chief Justice and Judge of the Admiralty Court, have after a careful consideration of the facts, found that the

The arrival of the Perry, at the island of St Helena,
on the 24th of August, the Commanding Officer of the Com-
mander of the Ship, acknowledged the receipt of his letters
and reports, both the report of the capture of the slave ship
Mackin, and correspondence with the ^{British} ~~French~~ Consular Office
of the Commanding Officer of the Southern British division
relative to the enslaved interests and rights of the

XXVIII. - All of which were duly approved by
The Commodore ^{on the 24th of August immediately} also stated that it ~~was~~ his intention
to ~~have~~ relieve ~~the~~ The Dong, from the important duties which
had been imposed upon her, but regretted that he
could not ~~then~~ ^{in that quarter} accomplish this without leaving American
interests ~~there~~ ^{there} unprotected, and ^{that} the Commodore would
therefore be pleased to prepare ~~him~~ for further service on the
Southern coast, with the appearance of being relieved
as soon as practicable.

Orders were issued by the Commodore on the 29th of August
to the Commander of the Porpo, to resume cruising upon
the northern coast, ^{as before,} ~~under former orders & instructions,~~

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 And to ~~ensure~~ visit such localities as might, in his
 judgment, best ensure the successful accomplishment
 of the purposes in view.

Nothing was given to extend the capture as far as the island
of St. Helena, and to remain there a sufficient length
of time to refresh the crew, and ^{after} ~~trading~~ ~~under the~~
~~orders given~~, until the twentieth of November and then
proceed to Porto Praya, touching at Mognona, if it was
thought proper.

After remaining a day or two off Ambry, the Perry proceeded to Ambryette, a short distance to the northward, leaving one of the ship's boats in charge of an Officer, with orders ~~to~~ ^{September 14} to remain sufficiently near the Chatoenth, and in case she received water casks, on board, or any article required to equip a slave vessel, to detain her until the return of the Perry.

510 When the Repel had reached her destination. The Communists succeeded it to be a good

opportunities to forward the interests of American commerce
by paying a visit of conciliation to the Queen of that
Region. Though warned by the British Officers, that the
Natives were hostile to all persons engaged in supplying
the lucrative trade in slaves; he resolved to avail him-
self of the invitation of the resident American factor,
for the afternoon from the Salem Massachusetts, and
proceed to the royal residence. Two other officers of the
Regt, accompanied. The Agent, and several of the gipsy
servants, accompanied him, on their way, a great num-
ber of Her Majesty's loyal subjects - dressed chiefly in the
costume of their own black skins formed the escort. All
hands, however, were not in the native robes exclusively,
for several of more aristocratic claims, sported a piece
of calico print, of glaring colors, over one shoulder. ^{the}
village, when first seen, resembled a ^{cluster of} group of brown hay-
stacks. The largest of these, as a palace, sheltered the
royal presence. The least etiquette brought the mob of
gentlemen & ladies of the court, with and without
costume, down upon their knees, in expectation of
Her Majesty's appearance. A little withered old
woman then stepped out, having in addition to
the native costume, an old red silk cloak drawn
tight around her throat, and so worn as to ^{make her look like} resemble
a loose umbrella with two handles. ^{she then quailed on the ground.} Her prime min-
ister aspired to be higher than African in his costume
by hanging in his long thin person, an old full-dress
French Navy uniform coat, dispensing with ^{other}
material articles of clothing, ^{except a short piece of white trousers,} the officers being seated
in front of the kneeling hedge of three or four
hundred black woolly heads, ^{dead behind them, impregnating the air} steaming, with their
own peculiar aroma. Their greasy faces upturned
in tremble reverence, hands joined palm to palm
ready to applaud her Majesty's gracious wisdom when
they heard it; the supreme Regent. The interpreter
introduced the officers, and their business, and in the
name of the ^{of the commander} expressed their friendly feelings towards her
Majesty and her people, advising her to encourage
trade with the American merchants, ⁱⁿ with goods
of pepper and the products of the country, instead of

selling her people at slaves, or converting at the sale
in other tribes, for the purpose of procuring goods. This
speech having the honor of being directed to the royal
^{was} great, according to etiquette, with clap, clap, clap,
from all the ready hands of all the gentlemen and
ladies in waiting, who were doing their utmost as
supporters in her Majesty's royal presence. The prime
minister from the midst of the noble peers, then res-
ponded; that her Majesty had great reason to
complain of the conduct of business boats on the coast,
for they were in the habit of chasing the fishermen
with firing to bring them to, and often seizing their
fish, which were the principal support of the people;
without making equivalent returns. - Whereupon, Clap, Clap,
Clap, went the hands again, Her Majesty ^{is well} deeply and
expressly that such had never been, and never would
be the case, in regard to the boats of American wharves,
and that her Majesty would be known to complain
to all those officers, who have the power and the dis-
position to remove all cause of ^{such} grievance.
The chorus of Clap, Clap, Clap, again at this answer
concluded the ceremony. The prime minister followed
at the return escort at some distance, and took
occasion, at parting on the beach, to intimate that
there were certain other modes of friend & respect common
at courts and marking the usages of polished nations,
He gave no hint about gold snuff boxes, ~~couches~~
~~stools~~, as might be suitable in the barbarian courts
of Europe; but intimated that his friends visiting
her Majesty, in such instances, thought his humble
rejoice worthy of the battles of very complaisance
with this amiable custom was declared to be ~~not~~
wholly impracticable, as the spirit soon casts off the
Pew, had been filled ^{only} with fine water instead
of ~~beer~~ ^{which} filling the vessels
of the government.

In communicating ^{to the government} in a more official form, the object and incidents of the visit to the queen near Ambrizette, reference was made to a powerful king residing ten miles in the interior of Ambriz; and the intention of making him a visit was announced. But the

seizure of the *Louisa Beaton* by a British ~~English~~ cruiser on her return to the coast, and the impression made upon the natives by the capture of the *Chatsworth*, as a slaver, not only occupied the intervening time before leaving for St. Helena, but rendered inland excursions by no means desirable.

Soon on returning ^{towards} the country soon after making the land, the steamer *Cyclops* with another British cruiser ~~was~~ observed, and also the *Chatsworth*, with an American brigantine lying near her. A boat from the *Cyclops* with an English Officer, pulled out several miles, which the *Peru* was in the offing, bringing a packet of letters and papers marked as usual "On Her Britannic Majesty's Service". These papers were accompanied by a private note from the British Commander of the Division expressing great regret at the occurrence, which was officially noticed in the accompanying papers, and the earnest desire to repair the wrong.

The official papers, dated September were dated September the ninth, and contained statements relating to the chasing, boarding and detention of the American brigantine *Louisa Beaton* on the seventh and eighth instant.

The particulars of the seizure of the vessel, were given in a letter from the Commander of the *Dolphin* English cruiser directed to the British Commander of the Division, ^{as follows:} "I have the honor to inform you that at daylight on the 7th instant, being about seventy miles off the land, a sail was observed on the lee bow, whilst her Majesty's brigantine under my command was steering to the eastward. I made all possible sail in chase. The ^{chase} sail was observed making more sail and keeping away. Owing to light winds I was unable to overtake her before 04.30 A.M. when close to her and on sail shortened, I directed a signal gun to be fired abeam and hailed the chase to shorten sail and heave to. Chase reported he could not, and requested leave to pass & be on his way, saying if we wanted to

board here we had better make haste about it, and that ~~he~~^{the} might fire and be damned."

I directed another gun to be fired across her bows, when she immediately shortened sail and bore to, it being night, no colors were observed flying aboard the Chase, nor was I aware of her character.

I was proceeding myself to board her, when she bore up again with the apparent intention of escaping. I was therefore again compelled to hoist the ~~flag~~^{board} up, and to close her under sail. I reached the ~~boat~~^{Chase} on the second attempt and found her to be the American brigantine *Conisa Beaton*. The Master produced an American Register with a transfer of Master; this gave rise to a doubt of the authenticity of the paper, and on requesting further information the Master refused to give me any; and declined showing me his port clearance, ~~log or crew list~~, or log book.

The Lieutenant who accompanied me identified the Mate, as having been in charge of the slave ship *Judy Ann*, captured by Her Majesty's Steam Ship *Rattler*. Under these ~~circumstances~~ suspicious circumstances, I considered it my duty, as the *Conisa Beaton* was bound to levying, to place an officer and crew aboard of her, so as to confer with an American Officer, or yourself, before allowing her, if a legal trader, to proceed on her voyage."

The British Commander of the *Ameron* in his letter stated, that immediately on the arrival of the *Repel*, he proceeded with the Commander of the *Solphim* and the Lieutenant of the *Rattler* to the Brigantine *Conisa Beaton*. Her Master then presented the Register and also the transfer of Master, made in his consequence of the death of the former Master, but refused to show any other documents.

On examining the register, and having met the *Repel* before in that coast, he decided that the *Conisa Beaton* naturally was suspect. But that

the conduct pursued by her Master, in withholding documents that should have been produced on board, had led, ~~as stated~~, to the unfortunate detention of the vessel.

The British Commander further stated that he informed the Master of the Luina Beaton, that he would immediately order his vessel to be released, and that in falling in with the Commander of the Perry, all due enquiry into the matter for his satisfaction should be made; But that the Master peremptorily refused to take charge again, stating that he would ~~not~~ ^{not} ~~immediately~~ ^{immediately} attend the vessel, ~~on the Dolphin~~ ^{on the Dolphin}, leaving her guttling her, and further requested that the vessel might be brought before the American Commander.

That as much valuable property might be sacrificed, ~~detained~~ ^{detained} the British Commander, should the Master carry his threat into execution, he proceeded in search of the Perry, that the case might be brought under consideration while the Dolphin was present, and on arriving at anchorage, the cutter of the Perry was found in charge of one of her Officers.

On the following morning, as he stated, accompanied by ~~the~~ ^{the} Officer in charge of the Perry cutter, and the Commander of the Dolphin, he proceeded to the Luina Beaton and informed her Master that the detention of his vessel arose from the refusal, on his part, to show the proper documents to the commanding Officer authorizing him to navigate the vessel in those seas; and from his mate having been identified by one of the Dolphin officers, as having been captured in charge of a ~~slave~~ vessel, having on board five hundred and forty seven slaves, who ~~attempted~~ ^{attempted} to evade search and capture by displaying the American ensign; as well as from his own suspicious manoeuvring in the chase, but as he has ascertained that the Luina Beaton was an American vessel and her papers good, - although a most important document was wanting - namely, the sea letter, usually given by Consular Officers to legal traders after the transfer of masters,

he should direct the Commander of the Dolphin to resign the charge of the Louisa Beaton, which was accordingly done; and that on meeting the Commander of the Perry he would lay the case before him; and was ready if he demanded it, to give any remuneration, or satisfaction, on the part of the Commander of the Dolphin, for the impetunate detention of the Louisa Beaton, whether engaged in legal or illegal trade, that the Master might in fairness demand, and the Commander of the Perry approve.

After expressing great regret at the occurrence; the ~~British~~ British Commander stated that he was requested by the Captain of the Dolphin to inform the Commander of the Perry, that he did suspect was intended to fly the flag of the United States, or even to engage, on his part, with traders of America; be they legal, or illegal; but the stubbornness of the Master, and the identifying of one of his mates as having been captured in a Brazilian vessel, trying to trade, detention by the display of the American flag, had led to the mistake.

A postscript to the letter added "I beg to state that the watches of the Louisa Beaton, have not been opened, nor the vessel or crew in any way examined."

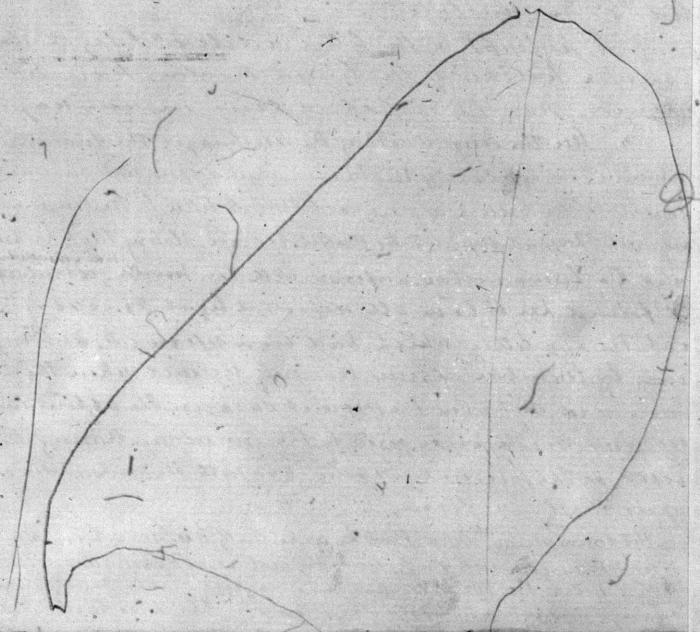
On the Perry reaching the anchorage, the Louisa Beaton was examined. The affidavits of the Master, which differs not materially from the statements of the British Officers, was taken. A letter by the Commander of the Perry was then addressed to the British Officer, stating that he had in person visited the Louisa Beaton, conferred with her Master, ^{taken his affidavit} examined her papers, and found her to be in all respects a legal American trader, that the letter which had been referred to, as being usually given by Consul Officers, was only required when the vessel changes owners and not as in the present case, on the appointment of a new Master, the paper given by the Consul authorizing the appointment of the present Master, was with the remainder of the vessel's papers, strictly in form.

The Commander ^{also} stated that he respectfully declined being a party concerned in any arrangement of a pecuniary nature, as satisfaction to the Master of the Louisa Beaton for the detention and seizure of his vessel, and if such arrangement was made between the British Officers,

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and the Master of the *Leicester*, it would be his duty to give the ^{information} to his government.

The Commander, ^{stated} that the government of the United States did not acknowledge a right in any other nation to visit and detain the ships of American citizens engaged in commerce; ^{that} whereas a foreign Prince should venture to board a ship under the flag of the United States, she would do it upon her own responsibility for all consequences ^{that} the ship so boarded should prove to be American. The injured party would be left to seek redress either in the tribunals of England or by an appeal to his own country, as the nature of the case ^{might} require.

He also stated that he had carefully examined all the points in the several communications, which the Commander of the British *Mercury* had sent him, in relation to the seizure of the *Leicester*, and he must unequivocally pronounce the seizure and detention of that ship, wholly unauthorized by the circumstances, and contrary both to the letter and ^{of Washington} the spirit of the eighth article of the *Washington Treaty*. And that it ^{therefore} became his duty to make a full report of the case, which was done, accompanied with the communications, which the Master ~~Commander~~ had forwarded, together with the affidavits of the Master of the *Leicester*, to the government of the United States.

This letter closed the correspondence.*

The British Commanding Officer then accompanied the Commander of the *Pang* to the *Leicester*, and then wholly disavowed the act ~~and~~ of the Commander of the *Dolphin*, ^{stating} ~~adding~~ in the name of that officer, that he begged the pardon of the Master, and that he would do every thing in his power to repair the wrong, - adding, "I ~~can~~ say no more, if I had knocked you down."

The *Leicester* was then delivered over to the charge of her own Master, and the Officer of the Cutter took this station along side of the *Chalmers*.

On the 11th instant this brigantine ~~reappeared~~ was seized as a slave. During the correspondence with the British ^{officer} in relation to the *Leicester*, an order was

* This correspondence, ~~and~~ with much of
that ^{which is} to be referred to hereafter, with the
British officers, has been published more
at length in the "Blue Book" or Par-
liamentary Papers, of 1851.

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given to the officer of the ~~Chaltrouth~~ ^{Chaltrouth} to prevent the Chaltrouth from landing the remaining part of her cargo. The Master immediately called on board the ~~Pony~~ ^{Pony} with the complaint that his vessel had been seized on a former occasion; and afterwards released by the Commodore, into the hands of her nationality in the log book. Since then ~~that~~ she had been repeatedly searched, and ~~was~~ ^{he} was prevented from disposing of her cargo; ~~that~~ ^{he} wished ~~therefore~~ ^{that} a definite decision might ~~then~~ ^{be} made, a decision was made by the Master of the ~~Chaltrouth~~ ^{Chaltrouth} of the ~~Chaltrouth~~ ^{Chaltrouth}.

Information ^{from} The Master of the Louisiana Beaton, that the ~~Chaltrouth~~ ^{Chaltrouth} had in fact ~~that~~ ^{that} the vessel had shipped a cargo of slaves on her last voyage, and was then ^{proceeding} to the coast for a similar purpose. Impressed by her suspicious movements, and the importance of breaking up this line of terrible trade - but really slaves, running between the coasts of Brazil and Africa, were the reasons leading to this decision.

On announcing ^{the decision} to the ~~Master~~ ^{Master} of the Chaltrouth, a prize officer was immediately sent on board and took charge of the vessel. The Master and Supercargo then drew up a protest setting forth challenging the act as illegal and claiming the sum of fifteen thousand dollars for damages. The Supercargo, on presenting this protest ~~in duplicate to the Commodore~~ ^{to the Commodore} ~~that it might be signed by the Commodore and one copy retained and the other returned; this was declined and both copies without the requested signature were~~ ^{remained} remarked that the United States Court would certainly release the vessel, and the ^{procure} ~~procure~~ of the owner, with other parties interested, would then look to the Captain for the amount of damages awarded. The Commander replied that he fully appreciated the pecuniary responsibility attached to this proceeding.

The Master of the Louisiana Beaton, soon after the departure of the Chaltrouth had presented the protest, went on shore for the purpose of having an interview with him, and not coming off at the time specified. Apprehensions were entertained that the slave factors ~~would~~ ^{would} have arranged themselves for his additional information leading to the seizure of the Chaltrouth. At nine o'clock in the evening

Slaves, ~~they~~ ^{that} were landed at Anishig, where it was reported
that the ^{hazarens} contained four thousand slaves ready for ship-
ment, ^{and where it was said,} ~~that~~ the capture of the ship with ~~and~~ as far
as the American flag was concerned ^{was} gave a severe and an
unexpected blow to the slave trade.

After several unsuccessful attempts to induce the
Supercargo of the Chataquith to come off to that vessel, a
note was ^{in French} written from him, stating, that he was "an American"
and as such could not be owner of the American brig
Chataquith, which had been seized it is true; but un-
justly, and against the laws of all civilized nations, that
the ~~Government~~ ^{Government} should order him to deposit his
property, and in case the judgment should not prove
favorable, the one who had been the cause of it, would
always bear the remorse of having seized his countryman.

After making the necessary preliminary arrangements, the Master with a Midshipman and ten men were placed in charge of the Chatsworth. And on the 14th of September. The following order was sent to the commanding officer of the Prison, "You will proceed to Baltimore and there report directly to the Commander of the Naval Station and to the ~~the~~ Secretary of the Navy. You will be prepared, on your arrival, to deliver up the Rebel to the United States Marshal; The papers to the Judge of the United States District Court, and be ready to act in the case of the Chatsworth, as your orders and circumstances ^{may} require.

"It is advisable that you should stand as far to the westward, at least, as the longitude of St. Helena, and when in the calm latitudes, ~~to~~ make a direct north course - shaping the course for your destined port, in a high latitude, where the winds are more reliable. ^{It has been predicted that the Chatham will leave the Cape of Good Hope on the 10th inst.} ~~But the following morning~~ ^{the} three ~~ships~~ ^{ships} stood out to sea; the ~~Denz~~ ^{Denz} and ~~Imura~~ ^{Imura} beating round to London, and the Chatham bearing away for the United States. The crew had now become much reduced in numbers, and of the ~~Commendore~~ ^{Commendore} two lieutenants, master and four ~~papal~~ ^{papal} midshipmen, originally ordered to the ship. There remained but two ~~papal~~ ^{papal} midshipmen.

- acting lieutenants on board.
After a protracted trial, the Chatham was at length condemned as
a pirate in the U. S. District Court of Maryland.

Chapter XXIX

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Soon after arriving at London, it was ascertained that the Masters of Merchant ^{ships} ~~ships~~ were forbidden to visit one another abroad their respective vessels without express permission from the Authorities. This regulation has been extended to many more officers, in their visit to merchant vessels of their own nation. An application was made to the Authorities, remonstrating against this regulation being applied, especially, to the United States officers, and ~~assurances~~ ^{assurances} were given which led to the conclusion that the regulation had ^{been} ~~been~~ rescinded.

P Soon afterwards, a letter to the Collector, dated the
7th of September, states, that the Commandant of The
Perry, in company with The Purser, had that evening
puttled along side of The Favourite, and much
to his surprise, especially after the appearance of the
Collector, that no objection would in future be raised
against The United States Naval Officers, visiting
The Merchant Vessels of Their own Nation; The Customs
House officers informed him that he could not
^{be admitted}
go aboard. They went aboard however, but did
not go below, not wishing to wound The Consul indignantly.
The ^{repute of this} circumstance was ^{accompanied} reported to the Collector with
the remark, that it was the first time that an objection
had been raised to the ^{commander's} visiting a Merchant Vessel
belonging to his own Nation in a foreign port; and that
the objection had been done, after the appearance
had been given, that in future, no obstacles should be
in the way of American Officers visiting American
Ships in London.

In reply to this letter, which ~~was in~~ Portuguese, the Collector stated, that he had shown, on a former occasion, that his department could give no right to officers of men-of-war to visit Merchant Vessels of their own nation when in port under the protection of the Portuguese flag and nation. But in view of the friendly relations existing between Portugal and the United States; and being impressed with the belief that these ~~vessels~~ visits would be made in a social, friendly character, rather than with indifference and disrespect to the authorities of that province, he would forward and

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sent
were ~~extended~~ to dine "with the ship." The American
Consul, and many of the inhabitants joined, in
extending unbounded hospitality to the officers, which
was duly appreciated by African civility. A collation
to their hospitable friends, on the garden deck of the
Rover, was partaken of, by the officers of the British
Prize, which, in leaving the island, raised the
steer of the Rover, gave three cheers and dipped her
colors. The proprietor of Longwood, once the ^{prison} ~~prison~~
of Napoleon, received the officers and their friends,
~~where a visit at a pie was~~ there, where a visit was
made to that secluded spot, to see some of interesting
associations; ~~and very often, was taken to leave~~ ^{was taken to leave}
a sense of grateful remembrance on the minds of
the visitors of the island.

Our water of the River were constantly crushed
in search of health and enjoyments.

A short time previously to leaving London having
received information from the American Consul at
Rio, that the Bergs of Arara and Argentine Bolivia
already noticed, had been furnished with sea letters as
American vessels, steps were taken to ascertain from
the Vice-Admiralty Court in St. Helena, the circum-
stances attending their trial and condemnation. Calls
were made on several officers of the Court for that
purpose, as little to be seen in a letter addressed to the
American Commandant, failing thus to obtain the
information unofficially; a letter was drawn up and
sent to the Chief Justice, who also was also the Judge
of the Admiralty Court. After the Judge had read
the letter, he held with the Commander of the Don, a
conversation by more than an hour in reference
to its contents, during which he ^{proposed} ~~offered~~ to show that
part of the proceedings which included information which
during which he intimated that the letter by request would
be sent to Lord Palmerston, and that it was in return
intimated, that a copy of the same letter should also
be transmitted to the Foreign Department at Washington.
An opportunity was offered to look at the record of the
proceedings which was declined.

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^{interview} ~~communication~~
During this, The Judge announced that he could
not communicate, officially, the information solicited.
An opportunity however was offered to look over the
ground of the proceedings, circumstances did not seem
to justify the acceptance of this proposal. It was then
intimated to The Commander that the letter of
request would be sent to Lord Palmerston, and
in return intimation was also given that a copy
of the letter would be transmitted to the Secretary
of the Navy at Washington.

The social intercourse between the parties, during
the interview was ^{the most} ~~at the~~ agreeable character. ~~the~~
~~implication was perceived from the Chief Justice to~~
~~have visited him at his country residence and~~
~~make tiffin with him in town. The Chief Justice did~~
~~not bring behind any in his consistent hospitality~~

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In reply to This Application for a copy of the proceedings of
the Court, ^{concerning} the relation to the Marane; The Chief Justice,
in a letter to The Commander of the Bony, stated, that
he was not aware of any American being having been
condemned in the Vice Admiralty Court of that Colony.

It was true that a barge, called The Marane had
been condemned in the Court, which might, or might
not have been American, but the circumstances
under which the case was presented to the Court, were
such as to induce the Court, to conclude that the
Marane was at the time of seizure, not entitled to the
protection of any state or nation.

With respect to The Commanders request that he
should be furnished with a copy of the Affidavits,
in the case, The Judge regretted to state, that with
very disposition to comply with his wishes, so far as
regards the proceedings of the Court; yet as the statement
of The Commander substantially reflected upon the conduct
of the officers concerned in the seizure, but involved
questions not falling within the province of the Court;
he did not feel justified in giving any special
directions in reference to the Application.

Similar reasons were assigned for not furnishing a copy
of the proceedings Affidavits in the case of The Volunia.

In a letter to The Commodore, dated October 19th, the following information was furnished. A few days previously, leaving The Coast of Africa, a letter ^{was received} from The American Consul at Rio, in reply to a communication from The Commodore of The John Adams, and directed to that office, or to the Commander of any U.S. Ship of War, ~~was received~~. This letter enclosed a paper containing minutes from the U.S. in the Circulate in relation to several American vessels, and among them, The barque *Warren* and brigantine *Volusia* were named, as having been furnished with such letters as concerned vessels, ^{these} ~~which~~ ^{had} ~~been~~ seized on the Coast of Africa and condemned in this country, ~~as~~ vessels of ~~unlawful~~ Nationality.

Discovering himself of The perception to extend the crime as far as this island, and coming into possession of papers etc. tending to the American Nationality of The *Warren* and *Volusia*. The Commander regarded ^{it} his duty to obtain all information in reference to The crime perceived by British Authorities towards these vessels for the purpose of ~~information of our government~~ purpose of submitting it to The government.

The Commander called on The Senior Proctor of the High Admiralty Court, requesting a copy of The affidavits in the instances of The *Warren* and *Volusia*. The Proctor stated that The Registrar of The Court would probably furnish them. The Registrar, declared doing so without The sanction of the Judge, and the Judge declined for reasons ~~set forth~~ alleged in The enclosed correspondence.

The Proctor, some afterwards, placed a packet of papers ~~and~~ ⁱⁿ ~~the~~ ~~containing~~ The hands of The Commander of the *Argo*, requesting ~~being~~ ~~him~~ ~~containing~~ The Affidavits in question, and requested him to forward them to The British Commander. The Proctor suggested to The Commander that he might look over the papers. This was declined on The ground, that where the request was made for permission to examine them, unofficially, it was denied, and since having made the request, officially for a copy of the papers, they could not ~~now~~ be received and examined at St. Helena, except in an official form. It was then intimated that the intention was to have the papers sent unofficially to The British.

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Commodore. That he might cheer them, if requested to do
so. To the American officers. Chapter XXX.

The *Penguin* after ten days acquaintance and ~~intimate~~
intercourse with many exceedingly kind and hospitable
friends, ~~voluntarily~~ reluctantly sailed for the Cape Verde coast;
and after a passage of ten days, beat up under of the
reef forming the ~~port~~ harbor, guided by the ~~signal~~ signal
lights of the *Union of men*, and anchored at Lourenço.
The following morning, salutes were exchanged with the
French Commodore, whose broad pennant was flying
at the main of a fine steam frigate. ~~Consequently~~
~~the vessel~~ To the Secretary of the Navy, it was announced
that no suspicious American vessels had been on
the North coast since the capture of the *Chattahoochee*.
After remaining two days in Lourenço, being
was screened in company with the *Cyclops* off *Amboim*.
Some afterwards orders the *Cyclops* was ordered to Eng-
land. The Commanding Officer of the Southern
British Division, was more about taking his leave
of the coast. The Hon. Captain *Huntington* ^(Vice Admiral)
part of *Huntington* ^{was} an officer of great merit and a man
of noble qualities ^{He was} kind and attentive to the wants
of his crew, ^{He possessed} ~~possessed~~ moral integrity of character
and sound religious principles. Notwithstanding the
protracted correspondence of the intricate delicate
spirits and perplexing objections; the social friendly
intercourse between the two Commodores in the different
services, had ~~never been~~ ^{not} for a moment interrupted.
On parting the two vessels exchanged three hearty cheers.
The *Penguin* beat up to the southward as far as Benguela
and looking into the harbor, without anchoring, proceeded
to men ^{down} the coast ~~down~~ to the northward. On approaching
a Portuguese man of war, ^{that vessel} she fired a blank cartridge
from a small gun. It being daylight and the charac-
ter of both vessels easily discernible; the light of the fire
could not be concealed. A third vessel perceived that
was immediately thrown across the *Union's* bows. She
then hauled down her colors. Late some afterwards hailed
them. A boat was sent for an explanation. The
Officer was ordered that the *Penguin*, in coming across on

Chapter ~~xxx~~

Return to Land - Cyclops leaves the coast -
Captain Harting - Discussion with the British Com-
modore in reference to the visit at St. Helena -
Commodore Fanehaue - Arrival at Monrovia -
British cruises on shore - Arrival at Porto Bona -
 wreck of a Hamburg ship.

possession, it clearly appeared, that when the *Marana* was first boarded off Bequaqua by the Officer of the *Water-Bulch*, her papers were found to be in form, and she was passed accordingly. When boarded by the *Sire Fly* a few days afterwards, the Commander of that vessel declared her papers to be forgeries, and they were destroyed. The prize Officer sent from the *Sire Fly* ~~in~~ ^{to} St. Helena, in charge of the *Marana* testified in the Admiralty ^{and that he had} ~~to the best~~ of his ^{no} knowledge and belief, that the *Marana's* papers ~~are papers at all~~. The Commodore acknowledged that in the case of the *Marana* ~~that there were~~ ^{and} at least some discrepancies in the different statements. Full reports embracing these points were made to the American Commodore.

The social intercourse with the Commodore and Chief had always been of the most agreeable character. Commodore Harshman, C.B. is said to be the *Seren*; a man of distinguished professional abilities and of great moral worth. He is now the Administrator in command of the *Playsmith* dock yard and has been named among others, as one who ~~may succeed the present~~ ~~Admiral in command of the West Indian and~~ ~~South American~~ of the British Naval Forces in the West Indies, and on the North Coast of America.

The Commodore ^{expressing his intention of} ~~while~~ doing all in his power for the suppression of the Slave Trade, not to interfere in the least degree with American vessels. And in cases of actual interference attributed it in a measure to the want of judgment and discretion now and then to be found among the number of Treaty Captains. Adjoining ~~that~~ "with your extensive Commerce you ought to have more cruizers where we are so strong". He ^{expressed} ~~expressed~~ his readiness to render assistance to American vessels in distress, as exemplified in having sent a vessel to the United States which had lost her Master and crew ~~at the sea~~ ^{and in the past} by the African force, and that an American vessel ^{approached} ~~approached~~ in the large river, had been towed off by one of his Steamers. The Master of this vessel refused to state his object in going up

Chapter XXXI.

Return to the North coast - Comparative course
 length of passage - Country at the mouth of the Congo -
 Correspondence with the British Commodore -
 State of the Slave trade - Communication to the
 Hydrographical department - Elephant Bay -
 Cruise in Nov - Feb 1844

AFRICA

AMERICAN FLAG

BY COMMANDER ANDREW W. FOSTER

U.S. NAVY

LIEUT. COMM. U.S. BRIG. PERBY

ON THE COAST OF AFRICA

APRIL 1860 - 1861

PUBLISHED BY

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^{volume}
This ~~work~~ is dedicated
to

Commodore Joseph Smith, U. S. N.
Chief of the Naval Bureau of Yards and Docks,
as a slight tribute
of Respect for his Official Character
and as an acknowledgment
of his uniform attachment
as a Friend.

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beautiful foliage. In going up the river, the southern shore, should be kept at where there is plenty of water close in with the land, should be kept aboard. The current is so strong - often running six miles an hour off Shanks Point, that an exceedingly ^{fresh} sea breeze is necessary in order to stem the stream. The greatest strength of this current, however, is superficial, not extending more than six or eight feet in depth. The Congo, like all rivers in Africa, being Congo, like all rivers in Africa, except the Nile, is navigable but a short distance before reaching the rapids. The great ~~at~~ ^{at} ~~regims of Africa being generally~~ ^{not less than} ~~three thousand feet in height~~ ^{altitude} above the sea; these rapids are formed by a sudden depression of the surface of the country towards the sea, or by a bed of hard rocks stretching across the bottom of the river.

The slave trade has been extensively carried on in the Congo. A British Steam Cruiser for many years, has been stationed off ^{the} mouth of the river, making many captures. Under American nationality, however, several vessels have entered, taken in a cargo of slaves and escaped. The natives, near the mouth of the river, have been rendered by the slave trade, treacherous and cruel by the slave trade. But a short distance in the interior they are represented as being civil and inoffensive - disposed to trade in elephants teeth and palm-oil.

After crossing the Congo, the Perry communicated with Mahonda and the day following anchored at Loango, in company with the British Cruiser stationed off that point. The British Commodore arriving the next day, and after a long interview, ^a letter was addressed to him dated April 4th, asking whether any suspected vessels had been seen on the north coast by the cruiser under his command, since the capture of the Chatemuth on the 11th of September 1850. ^{requesting} Also, that he would express his views of the present state of the slave trade on the southern coast of Africa.

In ^{the} reply of the British Commodore, ~~the~~ ^{the following communication} ~~was made~~ ^{was made} the following information:

I beg to acquaint you, that the only report I have received of a suspected vessel, under American colors having been seen on the South Coast since the date you have named, was from U. S. S. Steam Ship, *Rattlesnake*, of a schooner showing American colors, having approached the coast near Old Bouquet Head, and which vessel, where Commander Cunningham landed subsequently, was reported to him, by the people on shore, to have shipped slaves near that place.

Your inquiry applies only to the South Coast; but it will not be irrelevant to the general subject and subject for which we are co-operating, if I add that the schooner *Bridgeton* of Philadelphia, under the American flag, was visited by Her Majesty's Steam Ship, *Prometheus* off Lagos, on the 22^d of August, under circumstances causing much suspicion, but with papers which did not warrant her seizure by a British Officer; and that I have since received information from Her Britannic Majesty's Consul at Bahia, that the same vessel landed three hundred slaves there in October.

I also take this opportunity of bringing under your notice another American vessel, which I observed at Sierra Leone under the American flag; and which was reported to me by the authorities there, as being to all appearance a legal trader, with correct papers, but whose real character, and ultimate object I have since had much reason to doubt.

I enclose a copy of the formal entry of this vessel, "*The Jasper*", at the port of Sierra Leone, from which you will observe that her cargo was shipped at the Havanna, and that in the manifest, are shooks and heads of water casks. and that she had on board three passengers. These passengers were Spaniards. The *Jasper* staid a short time at Sierra Leone, disposed of some tipes of her cargo for cash, and left for ^{the port of} *Memina*, ^{the port of} *Memina*, a few days afterwards in the Centaur, to that place, I found that she had disposed of more of her cargo there also for cash; and was reported to have proceeded

to a cogitant you, that the only report I have
of a suspected vessel, under American colors
seen on the South Coast since the date you
inquired, was from U. S. S. Steam Ship, Rattlesnake,
over seeing American colors sailing off
the coast near Old Bouquela Head, and which
our Commander Cunningham landed. Subsequently,
led to him, by the people on shore, to have
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mation from Her Britannic Majesty's Consul at Bahia,
same vessel landed three hundred slaves
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Take this opportunity of bringing tender you
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me under the American flag; and which
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a real character, and ultimate object I
had much reason to doubt.
I enclose a copy of the formal entry of this vessel,
at the port of Sierra Leone, from which
observe that her cargo was shipped at the
a; and that in the morning, are thousands
of water casks. And that she had on
one passengers. These passengers were Spaniards
the latter staid a short time at Sierra
disposed of some trifles of her cargo for cash,
for Monrovia, and proceeding a few days
in the Centaur, to that place, I found
had disposed of more of her cargo there.
cask; and was reported to have proceeded

to the leeward coast, and I learnt from the best Authority, that of the Haponges, one was recognized as being a Spanish slave-dealer, who had been expelled from Madetown, in 1849, by Frederick Roberts; and that the others were a Spanish Merchant Captain and Surgeon, and that the American Captain had spoken of his position as being very indefinite.

"On the second subject - My view ^{present state of} of the Slave Trade, on the south coast. It is formed on my own observations of the line of coast from Cape St. Pauls to the Cape of Good Hope, and from the reports which I have received from the Captains of the Cruisers, and the Commanders of the Cruisers under my orders, as well as from other well informed persons, in whom I can rely, that it has now been in a more depressed state, a state almost amounting to suppression, and that this arises from the active exertions of Her Majesty's Squadron on both sides of the Atlantic, and the cordial cooperation which has been established between the Cruisers of Great Britain and the United States, on this coast, to carry out the intention of the Washington Treaty, and partly from the new measures of the Brazilian Government.

"Historians have been spoken of at Lagos, in the Congo, and at Anabry; though by this, I need hardly speak, because your own observation during the past year, must satisfy you of the present state of depression there.

"The commencement of last year was marked by an unusual number of captures by Her Majesty's Cruisers, both in the Bight and on the south coast, and also by those by the Cruisers of the United States. This year, the capture of only one vessel equipped in the Bight, and one with slaves (a transferred Soerdinian) on the south coast have been reported to me - a striking proof of my view.

"The desperate measures also adopted by the slave-dealers in the last few months, to get rid

of their slaves by the employment of small vessels, formerly engaged in the legal and coasting trade, as marked by the capture of several (named) slaves, prove the difficulty to which they have been driven.

"The barbacons however along the whole length of coast are still reported to me to contain a great number of slaves, to which whom, I have little doubt further attempts will be made."

"Most satisfactory on the whole, as this state of things may be considered - still, I hope it will not lead to any immediate relaxation of either of our efforts, in our co-operation, but that a vigilance will be observed for a time sufficient ~~to~~ to enable a legal trade to replace the uprooted slave traffic, and to disperse the machinery (I may say) of the merchants connected with it, and prevent any resumption of it by them."

Leaving Longo with a fresh supply of monkeys and parrots the Perry retraced her course to the southward and on reaching the Longo, ^{dropped} ~~dropped~~ that river in a few hours close at its mouth, ^{deeming} ~~deeming~~ this to be practicable and altogether ^{feasible} ~~feasible~~ to standing off to the westward. For that purpose, after dropping the river the first lieutenant, ^{Mr. Foster} ~~who~~ had been much senior in other vessels on a former cruise on the coast, was requested to draw up a letter addressed to the Commander, containing the following information, ~~after being examined and approved by the~~ ^{which was forwarded to Lieutenant Meares at} the National Observatory in Washington and has since been published in "Meares's Sailing Directions," which, after having been endorsed as ^{fully} ~~according~~ with the experience and observation ^{on board the Perry} ~~of the Perry~~, was forwarded to Lieutenant Meares, ^{in charge of} ~~at the National Observatory~~ under the impression that it might be available in the hydrographical department. ~~It has since been published by that officer in "Meares's Sailing Directions."~~

"In the season of February, March, April and May, there is no difficulty in making the passage from Porto Paya to ~~Mormon~~ ^{Mormon} Limbuz in thirty days, provided the run from Porto Paya takes not more than eight days.

The direct route, and that which approaches the

Great Circle, leads along the coast, touching the outer windings of St. Ann's Shoals, thence to half Cape Maub, to allow for a current when steering for Monrovia. From there, follow the coast south along with land and sea breezes, assisted by the current, until you arrive at Cape Palmas; keep on the starboard tack notwithstanding the wind may head you in shore, (the land breeze, will carry you off) and as the wind permits, haul up for 2° north longitude; trop the equator here is convenient, but I would not go to the westward of it, you will encounter westerly currents from thirty to fifty miles a day. In the vicinity of Prince's Island, the north west wind is always strong. In the latitude of about 10° 30' north, there is a current, should it not be practicable to weather the island of St. Thomas, stand on, approach the coast, and you will meet with north winds to carry you directly down the coast.

Our ships after arriving at Cape Palmas have generally gone upon the port tack, because the wind carried them towards the coast or gulf of ~~Guinea~~ Guinea, and seemed to favor them for the port tack, the west, which, in the contrary, although slowly steering towards the south east, was hauling more ahead, and landing them off into a current, which under a heavy tarp of sail, it is impossible to work against, the consequence, were that they had to go upon the starboard tack and release the ground gone over. On the starboard tack as you proceed eastward the position of the wind is the reverse, and it allows you to pursue the great circle course.

I employed one man of war, eight odd days to Krahunda, a port two hundred miles nearer than Ancrie, to which port (Ancrie) from Monrovia, in this vessel (the Dory) we went in twenty three days - making thirty one from Porto Praya. Another vessel was occupied ten to Monrovia and forty six to Ancrie by the way of Prince's Island; about ten of which was lost in working to the south of Cape Palmas. In standing to the eastward the currents are with you and "vice versa"

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The practice along the coast in this Regel (The Perry) was, to keep near enough to the land to have the advantage of a land and sea breeze, and to drop a keedge whenever it fell calm, or we were unable to stem the current. Upon this part of the coast near the Lingo, the lead line does not always show the direction of the current which affects the Regel. On the bottom there is a current ^{that on} from an opposite direction from the Lingo; therefore before dropping the keedge, the better way is to lower a boat and anchor her, which will show the drift of the Regel. Between Anking and the Lingo I have seen the under current with nothing to the south-east, as to carry a twenty four pound lead off of the bottom, while the Regel was riding to a strong south west current but the under current is the stronger.

In dropping the Lingo, I would always suggest making close at its mouth, night or day; going north, with the wind W. N. W. then N. W. E. with a fire or six knot breeze, when you strike soundings on the other side you will have made about a N $\frac{1}{2}$ E. course in the distance of nine miles, by long from $11\frac{1}{2}$ fathoms off Shacks point. The current out of the river sets north about two knots the hour, with the land breeze it is equally convenient, and may be crossed in the hopes. In coming from the north, with Hakenda bearing N. E. in thirteen fathoms, or from the latitude of $5^{\circ} 48'$ - wind south west - a S. S. E. course will carry you over in four hours, outside of Saint Pauls - and by keeping along shore, the current will assist you in going ^{to the} north. Regels which ^{with} drift to sea and from latitude of $5^{\circ} 45'$ and 9° west longitude are generally six days or more to Anking; by the former method it occupied us (The Perry) only two days.

The Regel then proceeded to Loanda and after remaining one day in port beat up the coast to the southward as far as Elephant Bay in $13^{\circ} 16'$ south latitude; Commencing

with four British Cruisers; anchored "en route" in Benguela and there supplied a British Cruiser with Mante Planch. and gave for repairs a Belgian Lancer. During a walk on shore a Portuguese Merchant met me, who spoke of the Slave-trade being in a languishing state. On calling at his house, a yard in the rear was observed capable of accommodating some three or four hundred slaves. On entering Elephants Bay in a fresh breeze the vessel was brought down to her double-reefed topsails.

Elephants Bay may be ^{termed} ~~called~~ the confines of the Great Southern Desert. And the limits of the African forest. ^{Along} few wretched inhabitants, subsisting by fishing, are found along the shores. ~~While the soil is sandy and barren the climate is exceedingly irrigating none were seen during the rainy visit.~~ ~~The soil is sandy and barren and the country rains very scanty, seldom occurring more than once or twice during the year.~~ The climate is exceedingly irrigating. The crew was permitted to land the seine and take a run on shore. A blackish spring was found, and around ^{it} ~~which~~ were many tracks of wild animals. Several of the men, armed with muskets, while strolling a few miles from the shore started up a drove of Zebras, but were unsuccessful in their attempts to capture even a single pair.

The day after arriving in this Bay, while one watch of the men were exercising the big guns at target firing, and the other watch on shore firing clearing them selves with the use of small ~~arms~~ arms, a large barque was discovered in the offing. And not concerning the object any other object than that of slaving, to be the business of a vessel on that desert coast, a signal gun was fired and the Cornet hoisted for "all hands" to repair on board. ~~And~~ The Perry was soon off under full sail in chase of the stranger. As night closed in, and the sea huge, ^{became} ~~becoming~~ light, the boats in charge of the first and second lieutenants were dispatched in the chase. - The vessel and boats occasionally throwing up a rocket and burning a blue light to indicate their relative positions. ~~that~~ ~~and~~ The strange vessel was at length brought to and boarded. She proved to be a Portuguese barque on search of orchil for dyeing purposes.

Chapter XXXII.

The condition of the slave trade - Want of
suitable cruisers - Health of the vessel - Navy
spirit ration - Portuguese Commodore - French
Commodore - Banda - Letter from Sir George
Pakenham to the British Commissioner on the state
of the slave trade - Return to Porto Bona.

After XXXII.

of the slave trade - Hunt of
baths of the vessel - I have
small Commodore - French
under - Letter from Sir George
Commissioner on the late
Return to Porto Bona.

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Chapter XXXII.

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to Antigua, began in search of trial for dipping purposes.
After floating company with the Portuguese ^{the King} ~~Rebel~~, ran
down to Key West, from where a letter dated the 15th
of April, was addressed to a ^{gentleman in a prominent station} ~~man~~, ~~at~~ ~~officer of~~
~~King's~~ ~~at~~ Washington. Communicating the fol-
lowing news and information, ~~as to the~~ ~~of the~~
~~Slave trade.~~ The slave trade has received an efficient
check within the past year, ~~before the~~ ~~Rebel~~
~~has been~~ ~~suggested~~ ~~in that~~ ~~in~~ ~~the~~ ~~tripped~~. Only
one suspected American Rebel has been seen on the
North Coast since the capture of the Chatham.

In a letter from The British Commissioner at London, Sir George Jackson, ^{writing a letter} dated 18th Feb. 1841, to Mr. Alden, at Newington, which was shown to the Commodore of the Perry, Sir George says that the present state of the Slave trade arises, from the activity of the British Cruisers - the co-operation of part of the American Squadron on the Southern Coast within the year, and its capture of five or three slaves bearing the flag of that nation; together with the measures adopted by the Brazilian Government, and adds it may be said that the trade on this Southern Coast is confined to a few vessels bearing the Portuguese flag.

The British Commander-in-chief has expressed himself equally sanguine as to the state of the trade, and is of the opinion that the continued presence of our vessels, in co-operation with the English, will tend to depress if not eventually break up the traffic.

The impression was entertained previously to joining this Squadron, that the orders of our government giving much ^{more} latitude to the Commanders superadded to the difficulty of getting a Slave condemned in the United States Courts, that had not Slaves actually on board were almost insuperable obstacles to the American Squadron effecting ~~any thing of consequence towards~~ ^{towards the suppression of this disgusting traffic}. ~~The suppression towards the suppression of the Slave trade~~, or even preventing the use of our flag in the ^{trade} ~~traffic~~. But ~~experience~~ observation and experience have entirely changed these views and led to the conclusion that if the Commodore ^{ever} had a small size Steamer, which is here wanted more than on any other station, in which he might visit the cruises

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~~should~~ at points along the line of, ^{the} slave coast; that
 we ^{should} no more ~~would~~ hear of a slaver using the Amer-
 ican flag. There are no more of his using the British flag.
 Notwithstanding our legal commerce here, ~~persons~~ ^{France} that
 of Great Britain ^{or any other nation} ~~but the United~~
 States have not ^{had for a period of more than two years previous to} ~~created~~ the control of this ~~capital~~ ^{for a}
~~period of more than two years~~. An American man
 of war, an American vessel, or a public functionary
 of any kind, on the Southern Coast of Africa, by
 consequence, the slave trade has been boldly carried
 on under the American flag; while American
 legal traders have been annoyed, both by the inter-
 ference of foreign cruises at sea, and British Har-
 bour restrictions and exactions in port.

Checked as the slave trade is for the time being, if
 vigilant cruising here to be relaxed, or the coast left with-
 out a man of war, this trade would soon revive; and
 even if with Brazil it ^{should} be suppressed, then with Cuba
~~in the light of Senegal~~ it would break out with
 greater violence. ^{than ever, in the light of Senegal} ~~thence~~ The importance of well appoin-
 ted cruises for its suppression, to say nothing of their
 agency in the vindication of ^{an} ~~commercial~~ rights
 in the protection of legal traders. (turn over) *

Eight smaller vessels carrying the same number
 of guns, two of which should be steamers, would not
 add materially to the expense as coal at London may
 be purchased at ^{ten} ~~eight~~ dollars the ton, while they would
 prove much more efficient than the vessels comprising
 the present Squadron. These cruises might each be
 assigned two hundred miles of the slave coast, bearing
 their provisions replenished by a store ship and flag steamer,
 and once during the cruise, which should never exceed
 twenty months, run into the trades, or to St Helena, for
 the purpose of recruiting the health of officers and men.
 The health of the Squadron under the present sanitary
 regulations is as good as that in any other station. This
 vessel, although in constant and active service with
 her boats, often cruising for the last sixteen months,
 has not had a death on board. ^{The party has served out no negro.} ~~and if long it would~~
 only do the harm in general the kindness to abolish

~~Stationed~~ ^{should} at points along the line of, ^{the} slave coast, that we ~~no more~~ ^{no more} ~~would~~ hear of a slaver using the American flag, than we do now of his using the British flag. Notwithstanding our legal commerce here, ^{France} ~~expresses~~ ^{other nations} that of Great Britain ^{had, for a period of more than two years, previous to} ~~the arrival of this vessel, for a~~ ^{period of more than two years, an American man} of-war, an American frigate, or a public functioning of any kind, on the Southern Coast of Africa. In consequence, the slave trade has been ~~boldly~~ ^{boldly} carried on under the American flag; while American legal traders have been annoyed, both by the ^{independence} ~~independence~~ of foreign cruisers at sea, and ^{Custom House} ~~Custom House~~ restrictions and exactions in port.

Checked as the slave trade is for the time being; if vigilant cruising here to be relaxed, or the coast left without a man of war, this trade would soon revive, and even if with Brazil it ^{should} ~~be~~ ^{be} suppressed, then with Cuba ~~in the light of heaven~~, it would break out with greater violence. ^{than ever, in the light of heaven} ~~Thence~~ ^{Thence} the importance of well appointed cruisers for its suppression, to say nothing of their Agency in the vindication of ^{and} ~~commercial~~ ^{commercial} rights in the protection of legal traders. (turn over) *

Eight smaller vessels carrying the same number of guns, two of which should be Steamers, would not add materially to the expense as Coal at London may be purchased at ^{ten} ~~eight~~ dollars the ton, while they would prove much more efficient than the vessels comprising the present Squadron. These cruises might each be assigned two hundred miles of the slave coast, having their provisions replenished by a shore ship and flag tender, and once during the cruise, which should never exceed twenty months, run into the trades, or to St Helena, for the purpose of regaining the health of officers and men. The health of the Squadron under the present sanitary regulations is as good as that in any other station. This vessel, although in constant and active service with her boats, after cruising for the last sixteen months, ^{The Perry has served out no gun.} ~~has not had a death on board~~, and if Congress would but do the duty in general, the hindrance to abolish

^{note} The remark of one of our de
abroad is worth a dozen said
at the African continent.

^{note} The remark of one of our diplomats, that a man of color
abroad is worth a dozen foreign ministers, is peculiarly applicable
to the African continent.

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The whiskey ration which is "evil, and ^{and that} only evil, can
 usually," all ^{as to} ~~men~~ of ~~our~~ health, comfort, morals,
 discipline, and efficiency, would be gainers. The climate
 has been urged as an objection to the ~~continuation~~ ^{continuance}
 of the African Squadron. This as has been shown is
 a groundless objection, and there it not, it is an
 antimilitary objection; as the Navy is bound to perform
 all service, irrespective of danger to health and ^{life} which
 the honor and interests of the country require. It would
 be a reflection on the Chivalry of the Service, to suppose that
 the African Squadron could not be well officed
~~on the coast of Africa~~ ^{and not only would} ~~it would not only suffer materially, but~~ ^{the legal trade}
 of ivory, gum, copal, palm oil, copper and coconuts
 now in process of development ^{along the line of coast} would soon be broken
 up, and the entire coast handed over to the tender mer-
 ciles of piratical slave traders.

~~It may be presumed that a large number of the best
 officers in the Service will concur with these views, and
 among them the present incumbents of the Bureau of
 yards and docks, who, with several others, ^{some} of his rank,
 while in command of the Mediterranean Squadron,
 to advocate the abolition of the African Station. That officer,
~~referred to~~ ^{referred to} ~~in the~~ ^{in the} ~~report~~ ^{report} ~~of the~~ ^{of the} ~~highest~~ ^{highest} ~~order~~ ^{order},
~~has been ready~~ ^{has been ready} ~~to adopt~~ ^{to adopt} ~~improvements~~ ^{improvements} ~~in accordance~~ ^{in accordance} ~~with the age,~~ ^{with the age,}
 which, the ~~popular~~ ^{popular} ~~conservation~~ ^{conservation} ~~of many~~ ^{of many} ~~in the~~ ^{in the} ~~service~~ ^{service},
 regard as dangerous innovations." ~~of the~~ ^{of the} ~~incumbents~~ ^{incumbents}
 of his position, ~~born by~~ ^{born by} ~~strict~~ ^{strict} ~~orders~~ ^{orders}, ~~have~~ ^{have} ~~occasionally~~ ^{occasionally},
 the object of attack from the sagacity of some, and
 the disappointed hopes of others, there is no more than
 the personal ~~affection~~ ^{affection} ~~of the~~ ^{of the} ~~first~~ ^{first} ~~officers~~ ^{officers} ~~in the~~ ^{in the}
 fifth of a few weeks.~~

Portuguese, English and French Men-of-war were lying
 at Loanda. The Portuguese Commodore had been re-
 formerly attentive and courteous in official and social
 intercourse. The Navy Yard was fully opened for the service
 of the ^{fleet} ~~fleet~~, one evening, in falling in with the Commodore
 at sea, the first after the Perry left to Gibraltar; and

The first intimation given of the character was by
 the flag ship running under a rope her stern of the
~~ship~~ and playing Hail Columbia. In the last
 interview the ^{Commodore} ~~attended~~ ^{attended} to our correspondence
 with the British Officers, and expressed his gratification
 at the results, which the French Officers had ~~conferred~~
~~conferred~~ to him. The French Commodore was an intelligent
 active officer, whose Squadron had made several cap-
 tures. He often expressed the wish that the Perry would
 visit his friends the Rev. Mr. and Mrs. Nelson and
 Mr. Bushnell at the Gabon ^{Mission} whom he regarded in all
~~respects~~ ^{as being} highly creditable representatives of American
~~gentlemen and ladies~~ ^{gentlemen and ladies}. The character of the intercourse
 with the British Commodore may be inferred from
 a letter to be introduced hereafter. ^{The attention} of the British
 Consul ^{at the Gabon and in particular} ~~his~~ ^{his} politeness in furnishing news and
 information from England, ^{were highly} ~~were~~ ^{appreciated}. ~~Salutes~~
 The Agent of the large and respectable House in Salem
 Massachusetts extended a liberal hospitality to the
 American Officers. Salutes ~~were~~ ^{had been exchanged}
 with the garrison and all the Commodores in the
 Station. The attentions extended to a small cruise
 were the tribute paid to the only representative of a
 great and highly respected Nation. — (run on) —
 Here the Governor General of the Province of Lon-
 gola, was a distinguished General in the Portuguese
 Service. He offered, in the complimentary style of
 his country, the palace and all its contents to
 the American Officers. The Governor General of the
 Province of Angola, was a distinguished General
 in the Portuguese Service and supported great State.
 He offered, in the complimentary style of his country,
 the palace and its contents to the Officers of the
 Perry. Salutes ^{had been} ~~were~~ exchanged with the garrison and
 all the Commodores in the Station. The attentions
 extended to a small cruise were the tribute paid
 to the only representative of a great and highly res-
 pected Nation.

Sw. Loanda, with its ^{seventeen thousand inhabitants} numerous Portuguese houses, palace,
 Churches and Cathedral; its dwellings, houses, many

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of the vessel she met
 information given of the character, was by
 ship running under a proper stern
 and playing Hail Columbia. In the last
 the ^{Commodore} attended to our correspondence
 British Officers, and expressed his gratification
 with, which the French Officers had commended
 him. The French Commodore was an intelligent
 man, whose Squadron had made several captures
 often expressed the wish that the King would
 friends the Rev. Mr. and Mrs. Wilson and
 all at the Gabon ^{Mission} whom he regarded as being in all
 highly creditable representatives of American
 and ^{not without} justice. The character of the intercourse
 British Commodore may be inferred from
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^{was paid and in particular} his politeness in furnishing news and
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 The attention extended to a small vessel
 tribute paid to the only representative of a
 highly respected nation. — (run on) —
 Governor General of the Province of Angola
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 offered, in the complimentary style of
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 Portuguese Service and supported great state
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 and its contents to the Officers of the
^{had him} ~~was~~ exchanged with the Garrison and
 Commodore on the station. The attentions
 to a small vessel were the tribute paid
 representative of a great and highly res-
 pected nation. Seventeen thousand inhabitants,
 with its numerous fortifications, palace
 and Cathedral, its dwelling houses, many

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being
of stone. Specious and substantial; ~~and~~ standing
as it does
on an eminence; presents rather an impressive appear-
ance, resembling one of ~~rather~~ ^{somewhat} a dilapidated Italian
city. While the frequent passing of a palanquin sup-
ported by two stout negroes, in which the movement
is agreeably undulating - recalls the eastern luxury
of Locomotion. But the wealth and prosperity
of Louanda has been dependent on the slave trade.
In the year ~~1844~~ eighteen hundred and forty-eight, the
amount of goods entered for the legal trade, amounted
to about ninety thousand dollars, and at the same
time ~~there were~~ smuggled goods for the purposes of the
slave trade, amounting to ~~the sum of~~ ^{three} million
and eight hundred thousand dollars. * (over)

On the 17th of May, the Perry took final leave of
St. Paul de Louanda, leaving a letter addressed to the
Commander of any N. Y. cruiser on the coast, and
receiving from the British Commissioner a letter
expressing his views on the subject of the slave trade,
and of the agencies in operation for its suppression.
After cruising a day or two off Angra, ^{she} bid adieu
to the South African coast and made all sail
for the Island of St. Helena.

The letter ~~already referred to~~ ^{was after this wise:} addressed to the
Commander of any N. Y. cruiser ~~conveying the fol-~~
lowing information: "Nothing has occurred ~~thus~~
to interrupt the cordial and harmonious cooperation
with the British Men-of-War during the present cruise
on the Southern Coast.

"The Agent of the American House at Louanda
affirms that the presence of our cruisers has had
a salutary effect upon his interests. Formerly there
were many vexatious detentions in the clearance
of vessels, prohibitions of venting vessels, &c. which are
now removed. Having no Consul on the coast, he
says that the interests of the House are liable to be
jeopardized on frivolous pretexts, in case that a
man is known to be withdrawn for any length
of time."

The letter of Sir George Jackson, ^{The Commissioner} received on leaving

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note * Parliamentary Reports 1850. H. L. Evidence

Goaconda. Says: "I have the honor to acknowledge the receipt of your letter of the 4th instant, in which ~~referring~~ referring to my ^{official} position and long residence here, you request my opinion on the past and present state of the slave trade, and of the measures respectively adopted for its suppression.

"From the time I left your magnificent and interesting country, I have been mostly engaged, as H. M. Commissioner in the mixed Courts at Sierra Leone, Rio de Janeiro and for the last ~~five years~~ ^{five years} nearly - at this place, but in all that long period, the present is the first occasion when I could have ~~received~~ ^{answered} your enquiry with any satisfaction. When you did me the honor of calling upon me on your first arrival here in March 1850. I welcomed you with those feelings of pleasure, which the recollection of a kindness received in your country, will ever excite in my heart at the sight of an American, but I was far from anticipating those benefits, in a public point of view, in a cause in which we both take so deep an interest, which, I am happy to say, have resulted from your appearance, and that of other vessels of the U. S. Navy in this coast which soon followed you. During the four years preceding your arrival, I did not see and scarcely heard of one single American Officer in this station. The ^{Marion} "Marion" and the ^{Bayer} "Bayer" did indeed ^I recall right, anchor once or twice in this harbor, but they made no stay in these parts; what was the consequence?"

"The treaty of Washington proved almost a dead letter as regarded one of the contracting parties, and the abuse of the American flag became so notorious in ^{promoting} ~~promoting~~ and abetting the slave trade to make it necessary for me to refer further to it. More particularly in ~~it~~ ^{it} dropping one who himself intimated that abuse when at its height.

give the honor to a acknowledged
 letter of the 7th instant, in which
 to my offered position and
 you request my opinion on
 the state of the slave trade, and
 entirely adapted for its suppression.
 Since I left your magnificent
 city, I have been mostly engaged
 as a judge in the mixed courts
 of de Senne and for the last
 years nearly at this place, but in
 the present is the first occa-
 sion I have received your inquiry
 on. When you did me the honor
 on your first arrival here
 to inform me with those
 which the recollection of
 and in your country, will cer-
 tainly at the sight of an American
 in anticipating those benefits,
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 other vessels of the U. S. Navy
 which soon followed you. During
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 in the ^{Marion} ~~Marion~~ and the
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 Washington ^{joined} ~~joined~~ almost
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self and brother Officers, and the seizures which
were the result of them, at once changed the
face of things. - The actual loss which the traffic
was sustained. And still more ^{than} that of
the further losses which they anticipated in
seeing the U. S. Squadron prepared to confront
them at those very havens which they had been
accustomed to repair to with impunity, and
determined to vindicate the honor of their insulted
flag, which ^{they} had so long been allowed to prostitute,
which terror into those vicinities on both sides
of the Atlantic, and from the date of those very
fortunate captures, not a vessel illicitly carrying
Africanian color has been seen on the coast; and
as it was upon the abuse of that flag, aided by
the facility which the system of granting licenses
afforded, that the slave ^{traders} ~~traders~~ have mainly re-
lied for the prosecution of ~~that~~ their nefarious
traffic, the suppression of that abuse by the joint
efforts of Her Majesty's Squadron with that
of the United States, has given a blow to the
slave trade which - combined with the change
of policy on that subject on the part of the
Brazilian government, will, I believe, hope
and believe, go far, if not to extinguish it all
together, at least very materially to circumscribe
its operations.

"The effect of what I have above stated has, as
you know, for some time past, been daily very sensibly
at this place - Money is exceedingly scarce - slaves
hardly find purchasers. Sailors of men who have
hitherto figured as among the chief merchants
of this city, have already occurred, and others are
anticipated, and a general want of confidence
prevails.

"We must not however, allow ourselves to be deceived
either by our own too sanguine or by the
interested representations of others. The enemy is only
defeated, not subdued, - in the slightest relaxation
in our part he would rally, and the work would

have to be commenced *de novo*, nor, I should say from my knowledge of the Brazils, must we reckon too confidently on the continuance of the measures which the Imperial Government appears here to be adopting. Giving the present Administration every credit for sincerity and good intentions, we must not shut our eyes to the proofs, which have hitherto been so frequent and so overwhelming, of the power of the Slave trade interest in that country. We must act as if we still wanted the advantages of her co-operation. And in this view it is, that I cannot too firmly insist on the absolute necessity of the continuance of our naval exertions, which so far from being diminished, ought as far as possible, I conceive to be still further increased, till this hideous hydra shall be finally and forever destroyed. Then when its last head shall be cut off, Colonization, which till then, like other plans, can only be regarded as auxiliary to the great work, may step in and prosper, and continue dipping her wings in the gale of the Mainstream, till she shall rise triumphant.

"It would not be becoming in me, in addressing an American citizen, to do more than to testify. ~~There to testify~~ to the mischiefs occasioned by the system. ~~Already~~ I have already alluded to, of granting sea letters; but I should hope upon due investigation, it would be found very practicable to deny such letters to vessels trading to the Coast of Africa, without at all interfering with the interests or freedom of West India trade.

"I have thus very imperfectly, I fear, complied with your request, purposely abstaining from a detailed recapitulation of those occurrences which, if they took place in these parts, you have yourself been an eye witness to, or with which, if they happened in a more remote quarter, you have had opportunities of being made acquainted from better sources than I can command.

I cannot however quit this subject without indulging in a feeling of gratification, if not of

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excitation, at the singular coincidence, or rather
I should say contrast, between my present employment,
and that which occupied me for four years
in the United States.

"I was there, associated with your distinguished
countryman Langdon Cheser & engaged in opposing
the sale of human beings like ourselves regarded
as mere goods and chattles. I have ~~since~~ been
since that time chiefly occupied in testifying that
same unhappy class to freedom and to their nat-
ural rights, and in giving ~~off~~ ^{testimony} ~~of~~ ^{of}
and disinterested perseverance in this righteous
cause, in the halls of my government and country,
which will form one of the brightest pages in its
history. - Glad am I to think that the United States
are disposed to join heart and hand with Great
Britain in so blessed an undertaking; and Oh that
I could have my co-laborer and much res-
pected colleague sympathize with me in this
feeling, and know that his powerful voice and
energies were exerted in the same cause!"

The run of the Perry to St. Helena occupied eight days.
On approaching the island it was distinctly seen at the distance
of forty four miles. After making a short rest on some
highly picturesque point; the vessel sailed ^{making} and a passage
of nine days to Mombasa; and from thence proceeded to
Porto Praya ^{arriving on the 30th of June}

Chapter XXXIII.

More than eighteen months had elapsed since the
departure of the ~~ship~~ ^{ship} on the coast, and orders from the
Surg. Department to proceed to the United States, were
received to be waiting at Porto Praya. The next orders
were received. But instructions had been issued by
the new Commodore, who had sailed a few days
previously, to remain ^{either} at Porto Praya, or proceed to the
island of Madeira. The latter alternative was adopted,
and seven weeks were as agreeably spent in Madeira,
as the disappointment in not procuring home, instead
of ~~him~~ ^{us} to this genial climate, ~~for~~ ^{for} the purpose of securing
health and strength impaired by long service on the African
Coast. ~~and have submitted~~ A portion of the time was

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Chapter XXXIII.

Island of Madeira - Porto Grande - Cape Verde
Islands - Interference of the British Consul with
the Louisa Beaton - Porto Praya - Brazilian brigands
here seized by the authorities - Arrive at New York.

account of a representation made to His Excellency, by the Consul for H. B. Majesty for these islands, in which the Consul stated his belief, that the said brig had on board - brass pots, and all other utensils and preparations necessary for the Slave trade, and also that he knew of a load of slaves, being already bargained for for the said vessel.

A letter of the same day, date was then addressed to H. B. Majesty, Consul stating that the Commandant was credibly informed, that during the month of May, he had denounced the Louisa Beaton, to the General, on suspicion of her being engaged in the Slave trade. And requested him to state by what authority he made the denunciation; ~~also~~ ^{and} the grounds of ~~suspicion~~ upon which his suspicions of the ~~illegal~~ illegal character of the vessel were founded.

In reply, on the same day, the British Consul stated that it was upon the very best authority that could be given; but he regretted that it was not in his power to give ^{name} his authority. But that the character and former proceedings of ~~that vessel~~ the Louisa Beaton, were quite sufficient to be referred to, to show that her proceedings, were even then strongly suspected.

In a letter to the British Consul of the same day, date, the Commandant informed him that he regretted that the Consul did not feel at liberty to disclose the authority upon which he ^{had} acted in denouncing the American brigantine Louisa Beaton for it, ~~but~~ ^{but} ~~he~~ ^{he} ~~was~~ ^{was} ~~in~~ ⁱⁿ ~~a~~ ^a ~~measure~~ ^{measure} with the hope, that he would in a measure be able to relieve himself of an act of interference in a matter in which he, the Consul, had no concern that chiefly induced the Commandant to address him, as however he had failed to assign any reason for that act of interference, with a vessel belonging to the United States, ~~it~~ ^{it} ~~became~~ ^{became} ~~an~~ ^{an} ~~duty~~ ^{duty} ~~for~~ ^{for} ~~him~~ ^{him} ~~to~~ ^{to} ~~inform~~ ^{inform} ~~him~~ ^{him} ~~that~~ ^{that} the Government of the United States would not permit an officer of any other Government to interfere officially, or otherwise, with any vessel entitled to be treated

their flag. And that he had to suggest to the Consul, that hereafter should he have any cause to suspect any such vessel sailing in violation of a municipal law of the United States, he would content himself by giving information of the fact to some officer or agent of the United States, ^{that} such officer or agent would at all times be found near his residence.

373 The Commander further stated that he might ^{with propriety} dismiss the subject, but justice to the owners of the Louisa Beaton required him further to state, that the Consul's information, came from what source it might, of the "Louisa Beaton" being engaged in the Slave Trade, was not entitled to any credit. And in reference to the character and former proceedings of that vessel the Commander would inform him, that the British Officer commanding the Southam Division of H. Majesty's Squadron, had discovered to him in September eighteen hundred and fifty, the act of boarding and detaining the said brigantine Louisa Beaton, by another British Cruiser. And also, had proposed to ~~have~~ a pecuniary ^{remuneration} ~~assurances~~ for the satisfaction of the Master of the said vessel, in reference to which the Commander declined any agency - deeming it rather to be his duty, to report the matter, which was accordingly done, to the Government of the United States. And further in the month of June eighteen hundred and fifty one, he had ^{himself} examined the Louisa Beaton at the island of St. Helena, and would ~~there~~ ^{now} inform him that she was a legal trader at the date of ^{his} communication to the Governor General affecting her character, ~~that~~ she was a legal trader.

On the day following, as the Perry was about leaving Porto Grande a letter was received from the British Consul, ^{in which he remarked, that he must be permitted to say} ~~stating that the Commander would permit him to say~~ that he could not acknowledge ^{the right of the American Commander} ~~his right~~ to question his ~~the~~ conduct in the slightest.

degree, and ~~that~~ when he gave a reply to the Commanding
~~Officer~~ ^{first} letter, it was a mere act of courtesy upon
 his part, and that the language and bearing
 evinced in ~~his~~ ^{the} last letter, ^{which he had received} compelled him to inform
 the Commanding that he declined any further
 correspondence, but to remark, that he should con-
 tinue the course he had hitherto pursued;
 in denouncing all ~~slaves~~ ^{slaves} that came slave
 ships that came in his way, and should not
 fail to lay a copy of the correspondence before
 Her Majesty's government. So fleet

The King embarked in Porto Praya on the following day, and of a letter ^{was immediately} addressed to the Commandant ^{wherein} of the same date October 14th. ~~The Commandant furnished~~ ^{The Commandant added} the information of occurrences at Pate Grande, ~~saying~~ ^{that} ~~that~~ ^{in his interview,} with in company with the American Consul, with the Collector of ^{the port} ~~Pate Grande~~ that the Collector had read to him a letter from the Governor General of the islands from which it was evident that the Louisa Breton had been denounced by the British Consul, ~~and on having asked for a copy of the~~ ^{having been requested} Governor General's letter, it was refused, But when it was intimated that he might have informed our Consul of the action of the British Consul in the case of the Louisa Breton, and that the relations between the United States and Portugal were of a character which should lead him to communicate promptly any action ^{or information given by a} ~~by~~ a foreign officer bearing upon American interests, the Collector ^{replying} replied that he would, if officially requested from the Commandant, communicate the ^{required} information, ~~which~~ ^{which} was accordingly done.

It was further stated that pending the correspondence, the British Mail Steampacket arrived with the Hon. David Tod late American Minister at the Court of Brazil on board, to whom the matter of the British Consul's interference was referred for counsel and that the Minister approved the course ^{pursued} remarking that it was a case of lamentable interference on the part of a foreign office, which on our part demanded prompt

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when he gave a reply to the Commandant
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While lying in Porto Praya a suspicious looking vessel, under Brazilian colors, appeared off the harbor, indicating the hull, rigging, manœuvring and the number of men on board, indicated her to be a slaver. In a letter to the Commodore the agency of the Perry in the capture of this vessel was explained in the following terms, "On the 13th instant a brigantine arrived in this port under Brazilian colors. A boat was despatched from the Perry to ascertain (without boarding, as the Custom House boat had not visited her) where she was from, where bound and what news she had to communicate. She reported Brazilian nationality, last from Trinidad de Cuba, with sand ballast. ^{As soon as} the vessel had anchored, the Custom House ^{boat} pulled along side to pay the usual visit, but without boarding the vessel. ^{She} proceeded to the Perry, when the Officer stated that the said brigantine had the small pox on board and had been placed in quarantine. A request was then made from the authorities on shore not to permit her to leave the port ^{previous to} the settlement of her bills for the provisions which were to be furnished. The Commander deeming it rather a duty to ascertain the real character of the vessel than to act as a police for the authorities, communicated his doubts of ^{her} the vessel having the small pox on board intimating that the report was probably a ruse to avoid for the purpose of avoiding an examination, as he strongly suspected her of being a slaver, and requested that the Perry might board the vessel. This was declined as she was in quarantine. It was then suggested to the Officer to pull under the bows of the vessel, take her papers and submit them to a critical examination, which might give a clue to her real character. This was done, and the papers were found so infernal to entitle her to the protection of any state or nation. She was then boarded by the Governor and Collector, who finding

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 The 15th instant a brigantine
 with under Brazilian colors. It
 had from the Perry to ascertain
 as the Customs house boat had
 here she ~~was~~ ^{was} from where bound
 she had to communicate. She
 in nationality, last from Trinidad
 ad ballast ^{of} ~~down~~. The vessel had
 storm House pulled along side to
 out, but without boarding the
 The Perry, when the Officer stated
 had the small pox on board
 and in quarantine. A request was
 re authorities on shore not to permit
 the port ^{previous to} ~~would~~ the settlement
 previous which were to be for-
 mander deeming it rather a duty
 real character of the vessel than to
 or the authorities, communicated
 vessel having the small pox on
 that the report was probably
 for the purpose of providing
 as he strongly suspected her
 and requested that the Perry
 vessel. This was declined as she
 e. It was then suggested to the
 der the boys of the vessel take
 submit them to a critical exam-
 ight give a clue to her real
 is done, and the papers were
 al to entitle her to the protection
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Chapter XXXIV.

Conclusion - Necessity of Squadrons for:
Protection of Commerce & citizens abroad - Fever
in Brazil, Cuba & United States - Infirmary of
recaptured slaves returning to the different re-
gions of their own country - Commercial
relations with Africa.

Chapter XXXIV 250

Where a nation has commerce, it has a dwelling place, a scene of action and of traffic on the sea. It ought to find its government there also. The people have a right to be protected and the government is bound to enforce that right wherever they go. If they visit foreign countries they have a right to just treatment. The traveller, the merchant, the missionary, ^{the person of whatever character,} ~~the person of whatever character,~~ ~~the person of whatever character,~~ the character of the person, if an American citizen, they can demand justice. The sea is no foreign territory. Where a merchant vessel bears its ensigns flying, it covers ^{its} territory. ~~its~~ ^{its} government is instituted to be watchful for the interests and safety of its citizens. A navy ~~affords~~ ^{is} the organ through which it acts. People on shore see nothing of this. There is ^{no} marching and drumming, or clearing the streets with horsemen or footmen or feathers and trumpets. It is the merchant who is most directly benefitted by naval protection, ^{and yet} ~~but~~ all classes share in its advantages. The planter and the manufacturer are interested in safe and free commerce; our citizens generally agree that they are also interested by the security with which the rights of our flag are regarded. It is more politic to prevent wrong than to punish it. Therefore we have police in our streets and look in our doors. The shores of civilized ^{governments} nations are the mutual boundaries of nations. Our government is disposed to shew itself there for there are its people and there are their interests. The shores of Savage lands are our confines with savages. Just as forts are required on the frontiers of the Comanches, Utlahs, &c. like they at Amoy or Sumatra. ~~Business~~ Cruisers are the nation's forces forthright abroad - employed for the benefit of her citizens and the security of their commerce. It would be discreditable as well as unsafe, to trust to a foreign power to keep down piracy in the Gulf of Guinea, or in the West Indies and

^{in the} ~~the~~ China Seas. As Commerce extends, so does the necessity of its supervision and defence extend. The Navy therefore requires augmentation, and for the reasons assigned in ^{it may be inferred} the late report of the Head of that Department, ~~that~~ that it will have it in reorganized and greatly improved efficiency.

²⁵⁷ ~~Ans~~ The legislatures of some States; The reports of ~~Colonization Societies~~ some auxiliary Colonization Societies; The speeches of some distinguished Senators and representatives in Congress; The addresses of some Colonization Agents, have represented The great sacrifice of life and treasure in "unsuccessful efforts" ~~for~~ ^{by} the African Squadron for the extermination of the Slave Trade, ^{and proposed to withdraw it.} Whereas it has been shown that the African Squadrons instead of being useless have rendered essential service. For ~~as~~ much as Colonization has accomplished ~~has accomplished~~, and ~~is~~ ^{is} as effective as Liberia is in suppressing the Slave traffic within her own jurisdiction, these means and these results have been established and secured by the presence and protection of the Naval Squadrons of Great Britain, France and the United States, and had no such assistance been rendered, the entire coast, where we now see legal trade and a flourishing civilization would have been at this day, in spite of every effort to colonize, or establish legal ^{commerce} trade. The scene of unchecked, lawless, slave trade piracy.

On this subject, the following are extracts ^{in substance} from a lecture delivered on the evening of February 23rd 1854 before the ^{New York} Mercantile Library Association, by the Hon. Mr. Stanton of Tennessee, the Chairman of the Judiciary Committee of the U. S. House of Representatives, and for a long ^{time} Chairman of the Naval Committee. ~~of that body~~ "A strong naval power is the best promoter of ~~peace~~ Commerce, and hence men engaged in commercial pursuits ~~can~~ not but feel an interest in the history of the rise and progress of that Navy, to which the success of their business undertakings ^{are} ~~were~~ principally due. At a very early period, Navies became an indispensable power in war. The later invention of ordnance, and the still more recent application of steam as a motive power to ships of war, render it at present a question of some difficulty to predict the extent to which naval military power may hereafter acquire."

After a brief but comprehensive view of history of the Navy the lecturer continued: "What we have to do in times of peace, is to maintain our naval force in the highest state of efficiency of which it is capable, and ready to enter upon action at a moment's warning. With the lessons of the British war before us, it cannot be possible that the recent experiments of Lieut. Bahlgen at Washington, and the disasters which have resulted from them, will fail to prove of high practical service. But with

All our appliances or discoveries in these respects, this regard, we cannot conceal from ourselves the fact that we are behind other nations in all that regards the structure of our ships.

"We must have machinery, and all proper appliances, as well as the raw materials, for the construction of a naval power when required. We must have independent establishments on both sides of the continent, to protect our Pacific as well as our Atlantic Continent coasts, which should be connected by a rail road stretching

from the breadth of the country. The progress of commerce, and the advances which it has been making in increasing the facilities for navigation will force us into improvements in our naval power in order to uphold our commerce. It may be safely presumed, that at the present state of our affairs a moderate and efficient navy would be a great military power; it would hover around the path of our ships, and by the very exhibition of its power, suppress all attempts to molest them in their mission of peace and brotherhood across the seas, but in addition to this, our navy is even now rendering thoroughly in the march of geographical discovery, and in enlarging our stock of scientific knowledge, and our familiarity with the facts of physical philosophy. When we consider the character of our institutions - when we consider that our great interests lie in the paths of peace - we must be surprised with the fact, that the contributions to science, and the civilizing influences of our navy, is one of the most powerful means by which we can uphold our interests and carry out our institutions to the fullest development, of which they are capable." It is probable that within the next ten years

"Under all circumstances and all disadvantages, our Navy has never, at any period of our history, failed to do honor to itself and to shed lustre on the American character. From the

Revolutionary War, down to the late conquest of
 Mexico, in every case in which its cooperation
 was at all possible, it has given proof of activity
 and power equal to the proud and commanding
 position we are to occupy among the Nations of the
 earth. We have opportunities to supply the service
 with the means of moral and physical progress,
 to free it from the shackles of old forms, and
 suffer it to clothe itself with the panoply of
 modern science, and to be identified with the
 spread of civilization and ~~enlightenment~~ enlight-
 enment in the world. It will continue
 to be our pride and our boast. The worthy
 representative upon the ocean, of the genius, the
 skill, and the enterprise of our people, - of the
 boundless resources of our growing country, - of the
 power, and grandeur, and glory, as well
 as the justice ^{and humanity} of our free institutions.

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Strange and frightful maladies have been engendered by the cruelties perpetrated within the ~~hot~~ hold of a slave. If any disease affecting the human constitution were brought there, we may be sure that it would be nursed into mortal rigor in these receptacles of filth, corruption and despair. Scurvy has been known to die by the fruit of their own crime, and bare ships almost helpless. They ^{have} carried the scourge with them. The coast fever of Africa, bad enough where it has its birth, came along with these Repels, and has approached perhaps ~~a permanent abode~~ ^{the} ~~the~~ Western regions ^{of the world}. No fairer sky or healthier climate ³⁸⁸ more there on earth, than in the beautiful bay, and amid the grand and picturesque scenery of Rio de Janeiro in Brazil. But it became a haunt of slaves, and the dead ~~bones~~ of Africa floated on the glittering waters, and were tumbled ^{upon} the sands of its harbor. The shipping found in the ~~year~~ hot summer of 1849 that death had ~~come~~ ^{come} with ^{the slaves} them. Thirty or forty Repels were ^{lying idly at their anchors} ~~found~~ ^{crews} ~~found~~ ^{had perished}. The pestilence swept along the coast of that empire with fearful malignity.

Cuba for the same crime met the same retribution. Cargoes of slaves were landed to die and brought the source of their mortality ashore vigorous and deadly. The yellow fever settled there in the beginning of 1853 and came to embroilment as summer approached ⁱⁿ ~~with~~ merchant vessels from Havana. At New Orleans, Mobile, and other places it spread desolation over which the country mourned. Let it be remembered that it is ~~not~~ ^{never} safe ~~even~~ to disregard crime.

Civilized governments are now very generally united in measures for the suppression of the Slave trade. The Coast of Africa itself is rapidly closing against it. The American and English colonies secure a vast extent of sea coast against its revival. Christian Missions at many points, are inculcating the doctrines of Divine Truth, which, by its power upon the hearts of men, is the antagonist to such cruel wrongdoings.

~~The Squadrons have done their duty. It would not be safe to withdraw them, from the coast, and leave legal commerce unprotected. The colonies without defence, and render the whole coast to the mercy of piratical states. The increase of Commerce and the advance of Christian civilization, will undoubtedly, at no distant date, render a naval force unnecessary for the suppression of the African Slave trade unnecessary, but no power having extensive Commerce ought ever to overlook the necessity of having a naval force in that coast. The Secretary of the Navy in his report reports it is to be hoped has, settled the question in his recent report, settled the question as to the continuance of the African Squadron.~~

The increasing influence of Liberia and Cape Palmas will prove a powerful protection to their colored brethren every where. With them Sierra Leone will unite in feeling and purposes, their policy will always be the same. It must necessarily happen that a close political relationship in interests and feelings will unite them all in one system of action. ^{their policy will be that of uncompromising hostility to the Slave trade.}

There are two aspects of this question well worthy of consideration.

The Liberians are freemen recognized as having their proper standing among the Nations of the World. The People of Sierra Leone are Englishmen having the legal rights of that Kingdom. Therefore seizing the Citizens of either the one or the other Community in time of peace, and carrying them captive to be sold, amounts to the greatest crime which can be committed on the ocean.

Now as this may be surmised in the case of all Slaves in that coast, the guilt of the Slaves in the eye of National Law becomes greater ^{than before} and the peril greater. It may be presumed that if a case were established against any Slave Cargo, that it contained one of either of the above mentioned descriptions of persons; the consequences to the Slaves, whatever their nation might be, would be much more serious than has hitherto been the case.

But a principle of higher justice ought long ago to have been ^{kept} in view and acted upon. Let the Cavalier have his "drop of blood" but "not one drop of blood". If a man throttles another, or suffocates him for want of air, or stows eight hundred ~~men~~ people in a ship's hold ~~where~~ where he knows that one or two hundred in the "middle passage" will necessarily die, ^{every} such death is a murder, and each man aboard of such vessel who has any agency in procuring or forwarding this cargo, is a murderer. It has therefore been contrary to justice that the perpetrators of such crimes should have been disappointed with impunity, when captured. Such considerations ought to weigh with men in the future.

There has been already a commencement of a coasting trade conducted by colored men. There is a Liberian Man-of-War Schooner The "Lark" Lieutenant-Lieutenant, Cooper, and The English Schooner, after furnishing the Schooner, have proffered the assistance of her Navy Officers to instruct

The young aspirants of the republic, in the act of sailing the cruiser and in the service of Naval Warfare, Captain Cooper will not take exception at the remark, that it is "the day of small things" with the Liberator Navy. ^{There is every reason to hope for the development of} the future, is the star of hope to a young vigorous naval power.

A returning of ~~captives~~ ^{recaptured slaves} instructed and civilized, to the bonds, which gave them birth has taken place. Some hundreds puped by Lagos and were spoiled and plundered. Some hundreds puped by Badagry and were welcomed with kind treatment. The one occurrence reminded them of African darkness, slavery, and crime; the other of the softening and elevating effects which Christianity strives to introduce. They have gone to establish Christian churches, and have established them there. Such things we are sure have been reported far in the interior, and Christianity now stands contrasted with ~~Mohammedanism~~ ^{as} being the deliverer, while the latter is still the oppressor. ~~See~~ The report must also have gone over the whole broad intertropical continent, that Christian nations are now joined together for African deliverance, and that for purposes so high. The race of Africa has returned from the west, and by imitation of western policy and religion, is establishing a restorative influence on their own shores.

There has thus been presented a view of Africa and of its progress, as far as its condition and advancement, ^{have} had any relation to our country and its ~~flag~~ ^{flag}. How far its growth and civilization has been dependent on the efforts of America has been illustrated. And now especially the naval interference of the United States has contributed to this end, with ^{reason made evident} not escape notice ~~be evident from the preceding~~ ^{It cannot escape notice that this}
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^{must}
 progress in the future, ~~depend~~ depend on the same
 efforts, means and the same efforts. The national
 interests in themselves, ~~as~~ being those of a com-
 mercial people, require the presence of a squad-
 ron, under its protection, commerce is secure
 and is daily increasing in extent and value
 Yet it is impossible to say how lucrative this
 commerce may ultimately become. That the
 whole African coast should open to the as-
 spect of Liberia is perhaps not an unreasonable
 expectation. That Liberia will grow to be a
 rich and influential nation is not improbable.
 There is intelligence among its people and wis-
 dom and energy in its councils. There is no rea-
 son to believe that this will not continue. Its
 position makes it an agricultural ~~producing~~
 community. Other lands must afford its man-
 ufactures and its traders. There will therefore
 soon be on its shores a fair field for American
 enterprise.

The reduction, or annihilation of the slave trade
 is opening. The whole of these vast regions, the
 scene and ~~land~~ ^{commodities} ~~land~~ ^{right} Let America take her ^{right}
 share in them. It is throwing wide the portals
 of the continent for the entrance of ~~the~~ ^{the} Christian
 civilization. Let our country ^{open} ~~be~~ its full ^{proportion} ~~share~~
 in this influence; and thus reemphatically
 Africa the wrongs inflicted upon her people
 in which hitherto all nations have participated.

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ANDREW HULL FOOTE

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1859

U.S. East India Squadron

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Incidents at Honolulu.

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1839.

U. S. East India Squadron

U. S. Ship for Adams
At Sea Nov. 5th 1839

Circumstances of so extraordinary a character having transpired in connection with the visit of this ship, and the Frigate Columbia, at the Sandwich Islands, induces me to believe that a detailed account will not only be interesting to myself as a subject of reference hereafter, but also to many friends who are interested in a subject so prominent as this has become.

On the arrival of the Squadron we heard of the influence which the late visit of the French Frigate L. Arctique had exerted upon the part, the Mission & foreign residents generally, but first suspicions were decidedly of a character unfavorable to say the least of the measures, if not of the motive of the Missionaries, and such were the reports in circulation as to induce many ^{already} ~~to~~ to question the propriety of the proceedings of the French Commander, throwing more or less agency in framing and executing the penal laws of the host, of urging persecution even to torture unless the profession of the Roman Catholic faith should be abjured, and in fact all the mistakes and evils of social and political life were ascribed to the Missionaries. No wonder that under these circumstances, even American officers could see strong palliative reasons for the proscription of the Protestants.

Clergy as set forth in the Manifesto of the French Commander, as for myself individually, altho' apprehension that the Mission had been extremely injudicious or such measures and reports could never have been adopted and circulated against it, still could not for a moment harbor the idea that our Govt would permit the rights of her citizens to be thus invaded, and were questioned the credibility of the testimony on which much of the American residents and even many of our officers seemed disposed to regard of sufficient character and weight to settle the question of the Mission's guilt.

Such were the impressions, and misty state of things at the close of the week preceding our arrival, but when the mist enveloping truth was dissipated a stand no less efficient than novel was taken to place permanently the Mission in its merited position before the public, and whatever may be the result to the actors in the scene, and however detrimental it may terminate to their official aspirations, still, all who are imbued in the dissemination of good principles, and whose hearts glow with love of ^{truth, justice} Liberty and Country, will hail the result of the East India Squadron's visit to the Sandwich Islands as an era in which patriotism and love of justice predominated, and the isolated rights (social and political) of an innocent community of our fellow citizens, ^{were} fearfully and effectually vindicated, how the cheering remark that "the French came near

making that ^{mark} with the "Mysicaterus" is brushed, and the enemies of religion and virtue have been taught a salutary lesson that truth is mighty and must eventually prevail.

Having taken a prominent part in these proceedings, and this account being made specially for myself & a few select friends, with the ample apology for introducing my own name so frequently.

At the expiration of the first week after our arrival, Dr. Turner and myself were in possession of sufficient facts as to leave no doubt of the innocence of the Mission in regard to the Motive and, with but few exceptions, considered its general course of conduct judicious and exemplary. With this view of the case I met the members of the Mission and after adding them for some time, going into detail of all reports and opinions in relation to them as cherished by the foreign residents, officers of the Squadron, and public generally in the U. S. proposed and urged upon them the necessity of applying to Commodore Read to order a Court of Enquiry composed of the officers of the Squadron, with powers to summon witnesses and enter the proceedings on record and pronounce an opinion, or should the Comd^r in Chief see an objection to an opinion being given in consequence of a protest having been sent by the Mission to Congress, he might be urged to call upon the Court to enter upon its record all facts bearing upon the case that the Govt ought to be in possession of, and direct the said Court not to give its opinion,

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The suggestion was immediately adopted, a letter drawn up and laid before the Commodore urging an investigation in the mode proposed. As this, with the second letter, and all others in relation to the proscription, will soon be before the public it would be superfluous to copy it here. Several days having elapsed without an answer, I again met the Mission, urging that as our stay would be prolonged but for a few days the necessity of addressing a second letter to the Comd^r in Chief, reiterating the request for an investigation and specifying as a reason in the letter that the American Board of Commissioners and public generally must be made acquainted with this correspondence. This letter also and the Commodore's reply are now in the post.

It may neither be uninteresting, or in bad taste to insert the two communications of my am^t to the Mission, as they will not only prove the little diplomacy and knowledge of the world among the Missionaries, but also show the character of that public functionary before whom they had laid their appeal.

U.S. Ship Fox Adams
Honolulu Oct: 24, 39

Letter No. 1

Gentlemen,

The Commodore may hesitate in granting your request, as it does not strictly come within his ordinary duties as Chief of the Squadron, and finding two parties at issue he may think that the good opinion and wishes of both can only be obtained and pursued

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by pursuing a non committal course, and besides he may be disposed to shrink from the responsibility as it involves a serious point which will probably become the subject of future negotiation with France.

I hope notwithstanding these considerations that the interview you are to have with him on Monday will fully impress his mind with the belief, that not only the Board of Commissioners, but the public at large will expect him to act promptly, and even our government would prefer this investigation now, rather than be compelled to send a ship specially for the purpose, for I should regret to see you reduced to the unpleasant alternative of being examined before our Consul where so few ^{would offer} disinterested^{ness}, that the investigation might be stifled on the wings of your evidence opened.

If the French Consul has intimated any intention of having his agency in the transaction examined, it will be an additional reason why your wishes should be complied with. If this does not succeed you can urge with propriety, that a Court may be formed, to examine and obtain all the evidence in relation to your agency in framing, and executing the joint laws of the Govt, and participation in the Catholic persecution, and have the proceedings entered on record, that the Govt may itself be in possession of the facts and pronounce an opinion.

The Commodore can, and in justice to you as American citizens ought to grant

6.
this. If not, as the ultimate hope of accomplishing your object, I would plainly tell him that having made this application from a sense of duty, you feel compelled not only to send a copy of it to the Board of Commissioners, but to publish it to the world, not with the view of reflecting upon him in the least, but to show your readiness to refute false and malicious charges, which have identified you with ^{the} excessive of France.

I presume that you wish to make two questions the prominent points of investigation.

1st Why were the presented?

2^d What agency had we in recommending, or agenting to prosecution for conscription sake?

Signed

A. B. Root.

Several days having elapsed and no reply received to the letter from the Mission, & the Commander in Chief intimating to the American Consul, and one of the Missionaries the difficulties in the way of granting the proposed court of Enquiry. I addressed a second letter to the Mission approved by St. Turner, in the form of a letter which from knowledge of the Commodore's character induced me to believe would elicit a direct, and, if practicable, an answer complying with the views and wishes of the Mission. For reasons already assigned, I will send a copy of this communication, and follow it with another to the Mission, in reference to the American Consul, whom St. Turner and myself at first chafed with a want of firmness in the transaction

with the difficulties of the Mission in relation to the French, but since have been induced to suppose that circumstances rendered his course the only safe and judicious one, which could have been expected from him. We had heard of our impudence in relation to him, & also that some members of the Mission had influenced our opinions to his prejudice, but I fully expostulated. Then I candidly told him that from that quarter he had always been spoken of in laudatory terms, but that we had regarded him as wanting that energy and firmness, which circumstances seemed to call for, but his explanation induced a different impression, and on leaving the Islands ten days since we cheered with the pleasing idea that the Mission had the confidence & warmest sympathies of the officer representing the American Govt among them.

Letter No 2

U. S. Ship Dr. Adams
Honolulu Oct 29. 1825

Sir,

We addressed a communication to you some days since, requesting an investigation into the agency which the Citizens of the U. S. have had in passing and executing the Penal laws of this Govt as implied in the Manifesto and proscription of Capt. La Place of the French Frigate L. Artésienne on the 12th June 1825; an answer to which has not been received.

On mature deliberation we feel it a solemn duty to reiterate the request as set forth in our petition, earnestly desiring that we may be permitted to appear before a Court of our

8.
own officers, and have placed on record such evidence as we are prepared to furnish, with such corroboration testimony as may be elicited from others, that the proceedings may be forwarded to our Govt and to the American Board of Commissioners for Foreign Missions.

We respectfully solicit an answer as soon as practicable, as duty to ourselves, and to the Society which we represent requires that copies for publication of this with our former application should be forwarded to the Commissioners of Missions, and we hope also to be enabled at the same time to send your reply.

Should you already have made arrangements to sail soon, we would ask the indulgence of having the stay of the Squadron prolonged for a few days, on the ground of, and the reasons given for, our appeal, and when it is considered that a Frigate was sent to investigate the wrongs inflicted on American citizens by the Misdeeds of the Island of Sumatra. We feel that the ~~same~~ recent prescription entitles us to the privilege of asking the detention of this Squadron, while a full and impartial investigation may take place, that our Govt ~~may~~ be furnished with all the facts and requisite information in relation to the proceeding.

We have the honor to be,
S^r, George C. Read Esq,

Comdr. U. S. East India Squadron.
Annexed to this letter, as one which was believed to contain the material points advisable to touch upon, I made the

following suggestions to be incorporated in the Communication of the Mission to the Comm^o.

It would be advisable to state your unwillingness in remaining passive, and permit this novel precedent to be established which might result in innumerable instances of ^{injury to} the domestic and commercial rights of your Countrymen, and portray to the Commodore what your situation would have been had the French landed, and call for his opinion as the highest testimony of our Govt to whom you can appeal. This letter of the Mission being also in the press, renders its insertion here unnecessary, it will be found differing in many points from the above, but those suggestions contained in mine are most of them read as will be seen in a communication from the Mission to the Commodore, or rather to the Council.

A communication to myself from one of the leading members of the Mission may throw some light and interest around the progress of this subject.

Letter No 3

Honolulu Oct-30, 1819

Dear Sir,

I am told that Comr Read said in ~~the~~ presence of the Chiefs that he would grant us an investigation on Monday.

I very much fear that owing to the Court Martial he will have no one associated with him, any efforts that you can make to prevent such a course will be doing a favor.

The Council is absent, but we may see him before Monday.

Would you advise us to converse with

Captain Wymann, I thought of going on board but cannot. We feel much cheered by the present prospect of things. Pray for us.

A 16 Post Box 1st Unit. Yours &c.

During the preceding evening had an interview with an Consul I wrote two of the influential members of the Anti Slavery the following letter

W. S. J. Adams
Letter 2004 Honolulu Oct. 30 1829.
Gentlemen

I am not able to go on shore to day but will send this for your information in case it should become in any way available.

After waiting some time in company with with Capt Wymann, the Consul came home last evening, when I called him out of the house and gave him definitely my views, and urged upon him the necessity of cooperating with us to obtain an investigation, using all the arguments in my power, and acquainting him with the character of some who much more prominently in this matter, and represented how much the Christian public and even the Govt would expect of him and the Commodore.

Afterwards exonerated in toto. The Missionaries from ever speaking otherwise than in the kindest and most laudatory of him, but told him my own and Turner's views, and that if he did not now push this thing with all his influence people at home would complain, and religion suffer, in short, than our national

character. The Consul at length said that the Commodore was indisposed to act, but as he had now finished all orders, he would at least write an official letter or rather urge the Commodore to write an official letter to the Church Council, and that some kind of an investigation would follow. I told him that officers were ready to enter upon the investigation, with or without the Commodore's approval, if he would only give his assent.

In great haste I state all this, that you may see and urge the Council should you deem it expedient, as all may be in operation to day.

Yours &c. A 16 Post Box

The Commodore replied in full on the 30th to the Communications from the Mission, which letters being in press I shall not insert, and on the same day at the suggestion of the Mission, the Consul wrote the thing and received a reply, which with that part of the correspondence not herein inserted will be found in the Pamphlet ordered to be printed by the officers of the Squadron. The negative being ^{given} by the Commodore, changed the aspect of the question entirely, and indeed sent Turner and myself to concoct some new plan by which to give currency to the correspondence and action thus far secured, feeling that in the absence of an investigation, it was important to do something towards placing the real merits of this question truly before the public.

Being a member of a Court Martial independent of attending to the executive duties ^{of the ship}, left me far too little time to proceed as principal without any other counsel than my friend Lt. J. who was also on the same Court. Had more time been at my command, the plan would have been pursued with more care and caution, and thus guarded from those unhappy consequences ^{which may be entirely} ~~for~~ all who have signed the public letter. Still on reflection, I only regret and apprehend difficulties from not having made some corrections and expunged other parts of the article to be inserted with the signature of Mr. Castle, a member of the Mission.

November 5th 1809.

At the close of the week ending with Saturday Oct. 30. literally nothing had been effected towards furnishing the public with a vindication of the Mission. Reports were as actively circulated to its prejudice ^{as ever} and but very few of the officers, even, suspected the attempt made to obtain an investigation, & with the exception of Lt. J. the one suspected any agency on the part of others than the Missionaries, but a crisis had arrived, which called for the aid and support of the officers generally, as the only alternative of our being able to present this question in its true light before the public at large. There were difficulties apparently

insuperable in forming and consummating any plan which would carry a salutary influence. The English Consul General, The French Consul, The American ex Consul, The English Agent of the North West Fur Company, beside a number of other gentlemen of more or less influence in addition to several ladies, appeared to cherish feelings more or less hostile to the Missionaries. The officers ^{to them} had extended, and accepted the hospitality of these people, beside being in terms of daily intercourse with a number of Captains of Whale Ships who generally regard the Mission with indifference or hostility. And moreover, it was too palpable to my own observation and experience that want of tact, of refinement of mind and deportment, and even some improper acts had been committed by the Missionaries themselves, altho they arose from error of judgment. I say that in this posture of affairs gloomy forebodings attended every plan which one could resolve in one's mind, still regarding the attempt as an imperative duty, and endeavoring in reliance upon that Being whose providential government controls all things. Who can make the worth of men to praise them and restrain the vendue thereof, I went forward, at first intending no more than drawing up a letter purporting to be from several officers of the Squadron and then proceeding as in the one now signed by so many. The officers, ^{of the Squadron} who possessed an interest in the

Subject of religion, to the number of eight were consulted and a readiness to cooperate in any thing which would subserve the cause of religion was at once expressed. After some little deliberation it was determined to make the effort to induce the officers generally of both ships to subscribe their names to a letter proposed to Mr. Castle's article and the correspondence of the Commodore, the Hon. Consul and Mission. It was deemed expedient to bestow upon myself discretionary powers, and bearing in mind the unanimity in our own Ward Room ship, and that one of our AOs had at Singapore expressed himself heart that a donation should have been made to that Mission without consulting or asking his contribution. It was determined to lay the plan at once before all with the hope that indignant feelings at the invasion of our Countryman's rights, together with such proofs as the correspondence in the absence of the desired investigation would form an irresistible appeal to the firm and noble feeling, which I so fully knew existed among the officers of this ship. Still the task was an exceedingly difficult and delicate one, but the object was adequate to any, and every consideration, the letter with copies of the correspondence was laid before them and after introducing the second paragraph, it was signed by a number, when one objected to term the prescription the insult, but would accede if the word any might be substituted in its place. I mention this apparently trifling incident as it directed

the letter of charging directly the French frigate with having violated our Country's home in the presumption of her citizens, as the signal will show. It was signed unanimously by the Ward Room officers of this ship, and as no others were requested to give their signatures was then sent to the Frigate Columbia, when it received the name and approbation of all with three or rather five exceptions.

As the following communication forms a part of the history of this proceeding, it may be interesting, especially as showing the variety of feeling in connexion with the subject.

U. S. Frigate Columbia

Honolulu Nov 1st 1829

Letter No 5.

From Lt. Perre, My dear Foot

I know what very little degree of importance is attached to the signature of so humble an individual as myself, and to one part of your memorial I can give the most unqualified assent, the second paragraph I mean, leaving out the word "unoffending" but my motive in thus addressing you and my other friends, is to state, that I hope private friendship may not be disturbed by siding with one or the other party in this business.

As to the Impugnans I look upon them as the individuals they represent themselves to be, saying that some great mistakes certainly have been made by them, which I am ready and willing to believe even in judgment. Our stay here has been so short that little can be judged by, one with respect to the actual state of the case and I should be violence to my opinions were

I to subscribe so very unequivocal a paper, bearing testimony in the most direct and unequivocal terms to their merits and the salutary influence exerted by them on the native population, a subject which admits of strong arguments.

Such is the highly excited state of public opinion here, that a few hours' absence, coming and staying, more a few days cannot be supposed to know every thing on both sides, and I am of opinion that no decided stand taken by Gentlemen (totally uninterested in the cause) would tend to inflame the public mind to a higher pitch, and do the greatest harm to the cause, they propose to further, for instance, a man must after expressing their stand to his opinions, right or wrong, and we all know that nothing so quickly or so violently inflames the minds of men as any point of religious controversy.

I have, let me tell you the greatest faith in your own excellent motives of advocating the cause of the Impoverished, and nothing would have sooner induced me to sign the paper than your own kind note of explanation, but I have been shown other proofs, innumerable written proofs, contradicting in toto, certain points set forth in the Barbican Spectator (Article C Antislavery) written I understand by one of the Mission. Mr. Castle. They are only not published, because they are viewed as public documents, and must receive the sanction of the Town Meeting.

As this question has not been fully decided and commented on by both

parties. I must therefore, painful as it is to me not to acquiesce with you, state that I cannot consent to sanction it with my ^{honorable} name, neither can I see how the superficial means of receiving information proposed by a few passing strangers, can be an effectual mode of settling this agitated question in the minds of an intelligent, and liberal public. Nor do I deem it proper, not having examined the subject, to give testimony to the ^{smaller} merits of the system. Still more presuming I might appear to some, were I to come forward and testify to the character and standing of men, who I do not know even by sight, or have ever had a moment's conversation with, and whose candor at least admits of argument. My D. Foot, you need not have assured me that you, or any other of my friends entertained any hostility to any creed, or sect, &c. &c. I am perfectly aware of the liberality of your sentiments, and the justness of your exceptions, & I am as indignant as yourself, that a French Captain should declare war &c. and exclude Impoverished from their citizenship.

Altho' no member of any Church, I share the deepest veneration for the Christian religion in the abstract, and the peculiar sentiments which I entertain from conviction of its whole tenets, from habit, & from friendship with one of its worthiest Clergy, are those which teach me, that our Church founded by our Great Master himself, will endure to eternity, the Apostolic Roman religion, however this is now, still I hope to die in the bosom of this our Holy Mother.

it teaches me the same principles which I profess, and you practice, that of guarding in some degree our consciences safe.

It is 1/2 past twelve, and I have the day's duty to perform. So good night, I hope this will be satisfactory to you.

J. W. Reeves

One of the gentlemen who declined giving his signature signed as the reason, it was not in the presence of any officer but the board in chief to meddle with an affair involving a serious political question, but that his sentiments with reference to the *Mission* were in accordance with mine.

The remaining three attached to the *U.S. Columbia*, I had no opportunity of seeing. Two of them were Roman Catholics but even that circumstance in the case of one of the *Sts.* of this ship did not prevent his signature. Altho it should in candor be confessed that very many signed from motives foreign to sympathy with the efforts of the *Mission*, or even because they were pleased with its members, as all ^{the Americans} were not known to, but very few.

My own views were that it would be expedient to leave this letter with directions to have it appear only in the pamphlet which is to be issued in the course of a month, but one or two urged strongly that several copies should be struck off & issued before we sailed, on the ground that it might be said, we kept this a secret until too far away to be called to an account. I therefore ordered, without the knowledge of a single official, fifty copies

to be struck off and sent privately to me, and left directions to destroy the proof sheet. These precautions were taken so as to suppress the publication in case the officers of the *U.S. Frigate* would not assent to their being issued before we sailed, and on the other hand they were ready to be circulated should they wish it. During the morning it was ascertained that the officers of the *U.S. Frigate* were equally ready with me to make this letter public, and send a copy to every family whether friend or foe to the *Mission*, but objected strongly to its being issued unless the sanction of Commodore Read could be obtained, as otherwise, our Govt. might deem it as arrogating his prerogative. It was opposed to by us, as done the Commr. as a mere act of courtesy, but no further.

Amid these conflicting views of those whose signatures had been given, I went on shore for the purpose of handing one of the letters to Commodore Read, if possible obtain his approbation to the step we had taken. But it appears that a most imprudent gentleman connected with the *Mission* had walked into the office and taken one of the copies struck off and carried it home. Soon it was found there the place that the officers of the U. S. Squadron had published a severe and abusive letter for the *Mission* and against the French Govt. The excitement was exceedingly great I descended on landing. Meeting our Consul he appeared much agitated, apprehending most unpleasant consequences, the French Consul had demanded of him, and applied to the Commodore for a copy of the offensive letter that he might forward it to his Govt. Many of the other

residents were no less excited, understanding that the letter reflected on all who had expressed unfavorable opinions of the mission. In fact one must have been seen to foster a correct idea of the commotion into which the place was thrown on Saturday Nov-1st and my presence was far from allaying the excitement. As the French Consul said he was informed that Mr. Foot originated and matured the letter.

Under these circumstances I was in a house in search of the Commodore and on handing him a printed copy of the letter he expressed great feeling, saying "I can have nothing to do with it, you appear to think as I have not managed this business properly it becomes the office to take it up, I am surprised at the course taken, here, &c. The agitation into which this community has been thrown I cannot account for such a proceeding being ~~seen~~ without having been consulted by the officers before its being thus laid before the public." I left him with the determination of pushing the affair onward, if the more agent of the Frigate Columbia's officers had been obtained, and to secure this induced Mr. Leven to go on board and consult with them which he did unsuccessfully. In the mean ^{time} returning to the Consul's office told him and others that for one I would not retreat a single step in this business, but with my conscience on the result I knew well my motives & in the cause of truth I would ^{make} every

sacrifice to attain the object. My duty was clear, and deemed imperative, and the public should have, if I lived to reach home all the correspondence and article with my own name. Should the Commodore and others succeed in preventing its publication here, but I knew that the officers of this ship would carry it through now, and also believed those of the Columbia would do likewise were they here.

While at the office of our Consul in company with several gentlemen among them the English Consul Gent and others of different views in relation to the mission (there being but one of our officers with me, the Purser)

The Commodore in company with the French Consul came in, after exchanging salutations he alluded to the subject in these words "I am exceedingly sorry Mr. Foot to see this commencing throwing into such a state of excitement so unnecessary and to see officers involve themselves, in condemning an act of the French Govt as you certainly have. I do not know what will be the result but here is the French Consul who regards his Govt charged with high crimes by officers acting and signing their names in their official capacity & their rank of office annexed. Oh I cannot account for it." I replied coolly but firmly "Commodore read the first letter in print I handed you as an act of courtesy for your approval having had ^{then} all the others in my possession. You declined reading, or even taking that letter from me, one of those officers whose name had sanctioned its publication, but have taken up and acted upon a report in circulation in this place, where

it has been reported that the ~~fr~~ Adams had seven feet water in her hold, when in reality she had but twenty one inches, and Sir had you read that letter you would have found nothing in its contents reflecting personally upon the French Commander or his Govt. directly, but a general principle of equity & National Law laid down to which every man should subscribe. Well, well, then he rejoined, let me see and read the letter, on opening over it he remarked to the French Consul there is no mention of the French Capt. or any thing that is improper in this letter that I can see look at yourself Sir, I called for the letter objecting that it should be read until the officers spent on board. The Commodore should be received, the bond then remarked it is of no consequence let the Consul see, I rejoined certainly, it has been our intention that he should not only see but receive from us a copy and that before we leave these waters. The American and French Consuls were then asked by the Commodore into a private room, and soon a baggage came that my presence was wanted, The Commodore remarked that he had been misinformed in relation to the letter, that nothing objectionable was contained in it, but suggested if it would not be better to wait until our arrival in the U.S. and thus prevent the uneasy excitement which it would involve this Congress if in, I replied that having satisfied myself of the innocence and good intentions of the Nigerian I felt it an imperative duty to do all in my power to correct public

sentiment and that it was deemed advisable to make our cause in this matter public before we sailed, that no one could then reflect upon us, as now we ^{are} here and ready to meet objections to it from any quarter, Commodore Read. But Sir this may entangle, he deemed a political question as far as the acts of France are concerned, and as to the character and good intentions of the Nigerian people here, and in the U.S. have probably formed their opinions, and altho I cannot object still cannot see the policy of publishing this letter unless it may be you are fond of appearing before the public.

But Sir, our Govt may settle this question Sir and still something more will be required of the public, for you must recollect that Church is not united with State in our Country, but all religious associations are conducted on the voluntary principle, therefore should the Govt decide that the political rights of the Nigerian have been violated, the religious portion of Community would then want proof that the moral character and pure intentions of the Nigerians have been such as to merit the continuance of their confidence and support, and our letter, with the correspondence (as a farther investigation could not be made) I consider ample proof, as for wishing to appear before the public myself it is for no other reason than benefiting the cause of Truth and my whole agency in this business has arisen from the fact of deeming it an imperative duty, and in reference to ^{appearing before} the public I would add that the public have never been troubled with but few productions of mine

five of which reflected on no person, the other
not unjustly

Come head: But I do not see the object in giving this testimony to the Missian Societies for it will do them little or no good and thus this community renouncing into great excitement.

Quiet Foot } If this community becomes excited because a testimony is given that we ^{take} ~~take~~ the interlocking piece, and conduct unexceptionable of the Whigianism I cannot help it, neither do I feel myself at all censurable at being the cause, for if I give my opinion that such a man is upright, and acting from conscientious motives, no person has a right to object or reason to find fault with it, and if I so express myself in print, I have no wish to conceal my sentiments from those around me, and even as in this instance to publish them to the world, and for if you had associated, as much as I have with the friends of Whigianism, & of other benevolent operations, you would appreciate the stand I have taken,

Com. Head } I do not wish to be considered
as less enlightened than you are in these
people, I believe them to be good people, &
not to require even this testimony, but
we might argue until doomsday & I
could not see this matter in the same
light which you do, but you must do
as you please, I cannot stop it. nor
do I see any thing very objectionable in
the course pursued.

Saint Peter's } I am very happy Sir to have
had this opportunity of stating the motives

which have impelled me to take the course
I have in relation to this matter, and that
too in the presence of these Councils, and
whatever may be considered as my real
object I shall always rest quietly in the
consoling reflection of having discharged
what I deemed imperative duty, and I
must say Sir, that I felt hurt, grieved, at
finding you had taken up flying reports
and drawing your conclusions from them,
and refusing to receive a letter handed by
one of the Officers of the Squadron which would
at once prove that myself and others ^{have} ~~were~~
in this matter, acted in character with our
usual prudence, and not so far forgotten
ourselves as to charge directly a French Comd-
r on his Govt with insulting the citizens of the
U. S. In reference to the latter we lay down
a principle which all must sanction, and
in relation to the Empire we state what we
are convinced is true & due them, in justice,
and the Society which they represent.

Can't read { The reason I did not receive, and read the letter when you handed it to me, was, my being about to make a call on a family, which prevented it, & thus

St. Louis } Good evening soon, & gentlemen.
 Inferring from this interview that the main
 objections of Officers attached to the Frigate
 Columbia would be removed, the letters were
 given to persons indiscriminately. I called
 on the Mission, where St. Louis came from
 the Frigate & reported that the Officers
 would only consent to have their names
 used with the approval of Genl. Head.
 The distribution of the letters, Mr. Chaplain
 & Com. said then, will not read, or have any thing to do with it.

the Revd. John W. Taylor of the Ep^l Church being present, took the responsibility as to the officers of his ship, when all difficulties in giving publicity to the matter were removed. Mr. Turner wished me immediately to go with him in search of some of the officers of this ship who had come on shore with Pistols, hearing that the French Consul had insulted the Americans & also spoke in terms reflecting on the officers who had signed the letter. In the meantime it appeared that Dr. Menor of the ~~the~~ Adams had been at the French Consulate who complained of the letter, and on admitting he had not seen the letter Dr. M. soon pronounced the press sheet which one of the Missions had improperly taken from the press, and handing it to the Consul, remarked that his name was there and if he disliked the letter he might hold him Dr. M. responsible for it.

This occurred before my interview with the Commodore and Consuls, ^{the French Consul} although it then appeared as if he had not seen the letter, his motive probably was to induce the Cons^l of Missions to suppress it.

On reaching the American Consulate, I found several of the officers of this ship disposed to call on the French Consul, and require him to explain certain reports, or take the responsibility which would follow apprehending from the great excitement that a serious difficulty would occur, and wishing to avoid it if possible, called with them on our own Consul who said that the French was satisfied with the letter &

expressed his wish to be on good terms with himself and would meet the Missions if good feelings would thus be reciprocated, leaving the office we proceeded on our way to the residence of the French Consul where meeting with only the English Consul General he admitted that the letter was in all respects unsatisfactory, deciding our way along in pursuit of those most opposed to the Missions, soon received assurances that none had the least objection to the course pursued by the officers of the Squadron. The French Consul was requested by Mr. Launton, our Purser, and myself to retire into a back room, when he declined having cherished any other than the kindest and most respectful feelings, after showing us the letter he had sent to Commodore Read in relation to the contents of ^{our} letter as reported to him and acknowledging that he had acted on a false report, and admitting all questions, or rather terms proposed, we left him, under the impression that no reports prejudicial to the officers of the Squadron or even to the Missions could hereafter be made in connexion with our visit at the Islands, consistently, with truth and credit to the Foreign residents.

As Monday was the day appointed for sailing, and considering it vitally important to close effectually this business in a manner leaving no plausible ground to renew the opposition to the Missions on past occurrences, indeed on Sunday the day preceding our departure to clear up and obtain the signatures of Purser Launton, and Dr. Menor to the following paper.

Letter or Paper No. 6.

The French Consul (M^r Dudoit) admitted last evening, that he had not the least objection to the letter signed by Ward Room Officers of the U. S. East India Squadron, and that when speaking of it in the morning, and afterwards writing Commodore Read in reference to it, he had acted on a false report.

The said Consul also admitted that in the interview with the Commodore, Lieut. Foot sustained the ground which the Officers had taken in signing the letter to the satisfaction of Commodore Read, who said the letter was unquestionable.

Now, the Consul also admitted that no one on shore could have any objection to the letter.

The said Consul was distinctly informed by Lieut. Foot, that the letter signed by the Officers, alluded to, originated solely with them, and not an individual (unattached to the Squadron) was suspected much a letter to exist, until it was signed.

Capt. Charlton, Vice British Majesty's Consul, remarked that the letter was proper.

Signed { A. B. Foot
1st Lieut
J. Taunton
Purser }
Copy

Mrs. Pelly and French declared that there was nothing improper in the letter U. S. Ship No. Adams
Honolulu Nov: 2: 1839
Signed { J. B. Minor Lieut
J. Taunton Purser }

This statement was lodged in the hands of the American Consul (M^r Brinsmade) and Henry Shinn Esq an English gentleman resident at Honolulu, who had become deeply interested in this ship, having taken passage with us from China. It was enjoined upon both these gentlemen to use their powers should any reports contradictory to these statements be made after our departure.

A copy was also handed of the Purser of this ship to M^r Pelly with similar injunctions, altho with his name included, it would appear inconsistent to carry the idea that it was put in his possession with any other view than to apprise him with the means taken to expose future opinions of expressed contrary to those there recorded.

Having thus seen this business wound up, my own feelings were of a far more agreeable kind than I had experienced since our arrival, and anticipated many pleasing associations in after life, when recurring to the Sandwich Islands.

On taking my farewell visit to the Missions and some of the foreign residents, who were friends, I left the following letter with the Mission, which will perhaps so well express my views in relation to the Motus and Conduct of its members, that its insertion may be acceptable to the reader.

U. S. Ship No. Adams
Honolulu Nov: 2: 1839
Letter No. 7.
Gentlemen.

I believe that an overruling Providence has directed our steps on thither at this opportune period, to concert measures

that will tend to allay excitement, and opposition, and secure increased confidence among all good men in the efforts of the Mission.

Having used those measures which prudence and justice dictated, we must confidently leave the result to Him who watches over the interests of His Church, and who can cause the breath of man to praise Him, and restrain the residue thereof.

We have not succeeded in some respects in obtaining that kind of investigation which was regarded essentially important, still all has been done which we reasonably thought was disposed to be best, therefore to Him let us resign our case.

It would be well, so young a man, be regarded presumption to warn you against the danger of past excitement tending to secularize your feelings, and proving unfavorable to your spiritual progress. Experience, you doubt has long since rendered you familiar with the fact, that more prayer, examination, and meditation become necessary, when external circumstances are such as to subject to an extraordinary degree an interest and feelings, and may not be a great adversary. So divine, as to cause us under such circumstances to feel that we are more truly God's children, and whisper to us that this persecution is an evidence, and cause us to feel even more enlargement in social prayer, & all this while our sympathies may be the real cause of this glow of feeling.

Yes! we can only judge fairly, when

secret prayer, faith, and love of solitary communion with our Lord is most experienced.

To no other cause can I ascribe the fact of the officers of this Synod giving their testimony in your behalf, than to the finger of God. To you it may not seem so remarkable, but to those conversant with the world, and worldly men, it must ever be viewed as incomprehensible on natural principles. To Him, therefore, be all the glory I cannot, but regard it as an indication of great good blessings on this Church, and people, and let us not be puffed up, but rather more humble.

You will permit one who takes the deepest interest in your efforts, and sympathies in all your trials, to speak plainly without giving offence. We all require counsel and advice, and fear of displeasing, should not predominate when a point of duty seems clearly indicated.

I hope that special efforts will be made by all to please, and obtain the kind feeling of foreign residents, by personal visiting the Islands, and officers of the Navy who may visit you. I don't mean that principle in any case should be compromised to attain this, but in all in reference to this point, to elicit the opinion that a celebrated Infidel expressed of St. Paul "I read his writings with deep interest, for I regard St. Paul as a perfect gentleman."

In your meetings for social worship, if strangers who are not Christians should be present, make the exercises shorter than ordinary, and let them have a delicate bearing on their case, and above all make no

allusion to any other text disparagingly, as
woudly have always censured such allusions.
I would call attention specially to this point
as having several times since being with you
seen its unhappy influence. So another ve-
ry important circumstance permit me to
call your attention, and that is, against too
long prayers and sermons, for heaven much
it is to be deplored, still woudly people often
lose a good impression made, before half the
prayer or sermon is concluded, let the
character of the audience graduate the length
and character of preaching, expediency
must be consulted. St. Paul himself acted
always with reference to it, I have been told
more than once here that the length of
the service kept many from its attendance.
A poor excuse to be sure, still deprive the
worldling even ^{of} ~~from~~ so vain a hope, and
even among Christians when the services
are much protracted, it is to be feared
that while the Preacher's interest is increasing
the hearers may be retrograding. Should
services be performed in a man of war,
never let them exceed forty minutes, all
laymen and the officers who are most
deeply interested in the advancement of
religion in the Army, agree on this point.

In reference to these things, experience among men of the world, and consultation with Christians similarly situated with myself, enables me to judge correctly, and it is for the promotion of religion alone that

Apr 2nd

When on the point of leaving the shore on
Sunday evening, I was informed ^{that} the French
Consul had applied to Commodore Read to
ascertain the nature of the correspondence
and article as proposed in the officers
publication, a reply to which, if at all given,
has not come to my knowledge.

On taking leave of the shore, it was remarked by several of the officers to the residents, that the leak in this ship in all probability would render our return to the Islands in a few days quite ^{likely} ~~possible~~, such in fact was shortly true, & the more emphasis was laid upon it, that appearance might be made doubly sure, so that neither the Consul, Mission, or others who had acted with us, and whom should be molested on our departure.

Early on Monday March 3^d the Frigate, being
much to our satisfaction, made signal to proceed
in company with her to the Society Islands,
and on leaving the Harbour the following letters
were handed to me, the first from the Rev^d
Mr. Bingham the ritual head, and eldest
member of the Mission. The latter from ^{my} ~~the~~ ^{Mr.} ~~the~~ ^{Dr.} ~~the~~
The ^{late} ~~the~~ ^{of the} ~~the~~ ^{Thompson} ~~the~~ ^{Surgeon,}

Letter No. 8.

Honolulu Nov 3rd 1829

My Dear Sir,

Allow me on parting, to repeat
our thanks for the kind and deep interest you
have taken in us, and our affairs, and the
prudent, and successful course, you appear
to have pursued, in a very difficult & troublesome
case, I trust the results will be happy.

If I accompany this with two little hymns in English, I trust you will appreciate the design.

To send the favor to accept the *Western*
Wagon Book accompanying this as a small
 token of my esteem, and proof of what it
 is doing for the people of the Sandwich
 Islands.

Let us hear from you if you shall find
 it convenient to write.

I send on board your Squadron to your
 care a series of *Whipman's Herald*, for
 the use of any who may like to look at
 them, especially any subscribers to the valuable
 introductory letter of the 1st Nov 1839, which
 I trust will nullify a thousand ill reports
 sent forth over fictitious, or no signatures
 at all, and forestall in a good measure
 the efforts of those who even the more
 newspapering in their attacks, because they
 did not expect us to take the field against them.

It is I think difficult after all for
 any of you to feel what we feel for the nation
 from the apprehension that there is not
 unanimity enough in France and Rome
 to allow this nation long to retain its
 independence, even tho it should pursue
 a wise and justifiable policy with its own
 subjects, and its relations with other nations.
 Let us hope and pray for the best. The cause
 belongs to the Lord. He reigns! let all the
 Isles be glad. Farewell.

With cordial salutations

Your opened friend,

W. Bingham

Lieut. at Sea, Foot

U. S. Ship *Wm. Adams*.

The following letter from Mrs. Ladd may be
 interesting, as showing the suspension of our visit to the *Whipman*

Letter No. 9

U. S. Ship *Wm. Adams*
 U. S. Ship *Wm. Adams* No. 2783

Lieut. Foot.

My Dear Sir,

In the confusion of the moment
 when you left us this evening, I had no time
 to express to you what I feel as an individual
 towards you, and the officers of the Squadron
 who have taken such a kind interest in our
 concerns and the cause we love.

I can assure you of our heart felt gratitude
 and our most ardent wishes that you may
 be rewarded a hundred fold for this, and
 any other labor of love.

Please present my kind regards to Mr.
 Turner, with whom I should have been pleased
 to form a more particular acquaintance.

We shall not soon see the sweet face of your
 visit, and the Christian intercourse we have
 been permitted to enjoy.

Our poor prayers will follow you as you
 go on your voyage, and we shall always
 live to praise and dwell on the peculiar
 Providence of 1839 and in which our friends
 of the *Columbia* and *Wm. Adams* bore so
 conspicuous a part.

I trust your goodbye will exceed the
 liberty I have taken in thus addressing you,
 as I have no other medium for rendering
 a full heart.

Yours very sincerely
 Laura T. Ladd

U. S. Ship In. Adams.
(At Sea) Nov. 11. 1839.

The preceding pages were hastily written on our departure from Honolulu, while the incidents continued vividly to impress my mind. In the interim, having reflected upon the possible results of our agency in this proceeding, induced me to address the following letters in reference to it, to Commodore Patterson, Capt. Stirling and the Rev. Mr. ~~Adams~~ of the U. S. Navy. It may seem recalled for in the mind of the reader, to use this great precaution, but it should be remembered that an opinion is not out of a novel character, but many are implicated who generously lent their names, ^{which} places me under my obligation to secure them from censure of the Government or people of the United States, and the insertion of these letters will further show that as officers we are amenable to the fact, when of directed of our official character, even strong testimony might have been given without apprehending the consequences which may result under existing circumstances.

In respect as an individual, let the result be as it may, I never could with a full knowledge of the consequences ~~have~~ been deterred from the publication proposed.

The cause of religion demands it, the cause of justice demands it, the cause of the oppressed demands it, hence the profession of discipleship to our Lord renders it an imperative duty which no worldly consideration, or consequences affecting temporal interests, would in the past, or future permit any compromise.

The secret history of this matter terminates with the following letters.

Letter No. 10. U. S. Ship In. Adams.
(At Sea) Nov. 11th 1839.

My G. Sir,

Before this reaches you, the circumstances in connection with our visit at the Sandwich Islands, may be known, I hope however it will prove the first intimation you may have, In either case, should there be a question as to the propriety of my agency in the proceedings, I feel well assured that the names of Lieutenants Magruder, Turner, Palmer, Minns and my own will secure your interest & efforts in placing the matter in its true light with the Government and Public.

Finding so many reports prejudicial to the Mission on our arrival at Oahu, calculated to shake the confidence of good people in the character and conduct of its members, induced us from a sense of duty to express our sentiments freely and unreservedly, especially as circumstances presented Commodore Read from granting the investigation applied for by the Mission, which the correspondence alluded to in the letter will clearly explain.

In the course pursued we have done no more than will merit the sanction and gratitude of that large and respectable body of them composing the Board of Commissioners for Foreign Missions, who have issued, as I am informed, a general invitation to all persons meeting their representatives abroad to enquire into, and report impartially the conduct, and as far as believed, the motives of those under their patronage. The peculiar position in which recent ~~occurrences~~ occurrences placed the Mission evidently called for such testimony from a disinterested source, else the reports and charges would have induced many who were contribute to the support of religion

abound to withdraw their aid, and thus inferentially identify these Trinitarians with the enemies of truth, destroy their reputation and character and become the means of checking the progress of christianity and civilization.

Was I alone implicated in this matter so important and imperative a duty is it urged that I should not have hesitated in the step taken had the loss of my Commission been known as the consequence thereof if there must be any odium attached to the proceeding, I earnestly desire that you will point me out as the invited object on whom it is to rest others, innocently, but generously tent their names, apprehending no unpleasant consequences, and in the eyes of justice and equity cannot be held responsible.

Commodore Head previous to reading, condemned the letter on a flying report of its contents, but afterwards remarked that he saw nothing objectionable in it and felt no disposition to prevent its circulation, as neither the name or acts of Capt. de Place of the L. Baltimore were mentioned. The French and American Consuls were present and repudiated the sentiments expressed by the Commodore.

This disposes effectually of the letter itself, a copy of which will be sent you with this communication. The correspondence to which it alludes is between the Hon. Commodore, Consul and the Mission, consequently there can be no impropriety in giving publicity to these official documents. There remains then as the only matter of question the article of Mr. Castle, and that having already been published not only in the Classical Spectator, but three

hundred additional copies issued seriatim serially which as well as its republication by our order has the Author's name annexed who declares himself alone responsible.

I would ask then if it is possible that we can be censured in this matter? Is it wrong to give a certificate to a body of unoffending, pure minded men? If so I will leave the service as a profession which abridges my natural rights of checking public expression in behalf of the sacred cause of truth and justice. Under the impression that this right is secured to every citizen of the U. S. I have lived, and with, I should die.

We do not act officially, we cannot stamp the pamphlet with an official character, for our rank enables us only to be recognised as officers when in the execution of duties presented to our respective grades.

Two English with several American residents including our Consul, not only approved, but highly commended the course taken by the officers. Still, difficulty may be apprehended from many there who will stop at nothing, if they can possibly spare the weight of our testimony of implicating us with the Gent. and people, hence the necessity of promptly writing them & furnishing the public with the facts in the case, that our motives may be appreciated, therefore I have been induced to lay before, and commit this matter to your disposal to be acted on, or not as you deem proper suggesting at the same ^{time} it would be policy to take measures that will bring the prominent Editors of the three political parties at Washington to write in the expression of the propriety of our course, and thus prepare the public mind to sustain us, and also the Sept. Executive & Congress

to sustain ~~us~~ in case a formidable opposition should arise, which to be sure can hardly be anticipated as a possibility.

To,

A. W. Foot

Commodore, Daniel S. Patterson,

Command, U. S. Navy Yard, Washington City, D. C.

Letter No. 11

U. S. Ship, S. Adams

(Wt Sea) Nov. 11. 1838.

My S. Sir

I hope this letter will give the first intimation of the course pursued by the officers of this Squadron in relation to the Mission at the Sandwich Islands.

The peculiar state of Society at Honolulu will enable you to appreciate our movements, and regard the consequences apprehended as at least possible, therefore an enumeration of the material circumstances will only be necessary to induce you to use such means as will secure sufficient influence to resist us from all censure in the estimation of the Govt and public at large, should it become necessary.

I send herewith a copy of the letter which with the article and correspondence is before to will reach the U. S. in a few months. In the mean time however an effort may possibly be made by the French Consul and others to counteract the influence of our testimony by implicating us with the Govt. Under this impression I am induced to address you, suggesting the propriety of securing the influence of the prominent secular and religious papers, and then publish in them simultaneously our letter

that the Govt may be prepared to act with reference to public opinion should the subject be laid before it.

The circumstances giving rise to the letter are simply these, On our arrival at the Islands we were made acquainted with the visit of the French Frigate L. Lestomere and proscription of the Mission, with other reports highly prejudicial and calculated to destroy all confidence in the motives and conduct of the Missionaries themselves. Something was evidently called for, and after the Mission having made an ineffectual attempt to obtain from Commodore Bead an investigation it was deemed advisable (without having consulted or even intimated the design to the Mission) that the letter in its present form should be published with the correspondence and an article written by Mr. Castle a member of the Mission.

As the Pamphlet could not be issued from the Press before we sailed, a number of copies of the letter were struck off, to show publicly our views and intentions and thus meet every objection that might be made.

Commodore B. having heard from a false report that the letter reflected in strong terms on Capt. La Plaze, of the L. Lestomere declined reading or even receiving it, but in company with the French and American Consuls, I soon after gave him the letter which he pronounced unobjectionable and signified his intention of throwing no obstacle in the way of its circulation.

The Consuls, with the foreign residents who were suspected of being opposed to the Mission, also admitted, that no fault could be found

with it, and one might have inferred from
appearances, that a better understanding than
true, between the Mexican and its enemies would
result from our visit, I hope this may be the
case, still believe that you see less than really
will consider very precautionary step necessary,
as our absence may change materially the
aspect of things.

I have written Benjamin Patterson
and the Rev. Mr. Stewart on the subject, who
with yourself being in the U. S. may render
us and the cause of truth essential service.
Yours &c. A. A. Root.

Yours &c. A. B. Frost.

To Cornelius K. Stirling
 Commander, U. S. Navy.

It may be well here to state, that Captain Stirling visited the Islands recently in command of the U. S. ship Beacock, and that Mr Stewart, to whom the following letter is addressed, was for two years a member of this Mission.

Letter ch. 12.

Letter No 12. -- U. S. Ship Yno Adams
(At Sea) Nov-11-1854

My G^d Sir,

I hope this may be the earliest intimation you will have received in reference to our visit at the Sandwich Islands, for, being apprehensive that unpleasant consequences may possibly result from the agency of the Officers in support of the Mission, I wish to furnish you with all the material circumstances before they shall reach the public, that your influence, with that of the Editor of the Courier & Enquirer and others whom you suppose will be used to subvert an attempt, may be timely secured by preparing, not many the religious but the political citizens of our Country, to sustain us.

You will herewith receive a copy of a
letter signed of the Ward Room Officers generally
of The Sperdieu. It being desirable that it
should appear before we left the Islands (to
prevent any objections being made if it were
to be deferred until the article and correspondence
could be published with it) several copies
were struck off by my order, for forwarding one
to Commodore Keble prior to their distribution,
he having heard from a flying false report
that it contained a direct charge against
Capt. La Place of the French-Brigate Le
Antenne, for his measures at Bea Shirley,
and otherwise reflecting on others, he the
Commodore, declined taking it and expressed
under great excitement, his disapprobation
of the step which had been taken, afterwards
saying him with the French Court he
vintilated the same, but on reading the

letter, observed to the French Consul, that the name of Capt La Place was not mentioned and that he saw nothing objectionable in it. After a long conversation in company with the American and French Consuls, the Commie admitted that his first impression was incorrect, and altho he could not see the object in the step we had taken, still would not attempt to throw any obstacle in the way.

The evening of the same day, in the presence of Dixon Sawtrey and myself, the French Consul admitted that the Commodore had no objections to the letter, and that I sustained to the satisfaction of Commie. He read the *quittance* in which the officers had signed it.

I have a ^{report to this} ~~percept~~ signed by The Purser and myself, in which, Capt. Charlton the English Consul is said to have also admitted the letter as being perfectly proper.

So far nothing has been done which can implicate us, but here comes the question altho in my mind, and others with whom I have ~~consulted~~ consulted, there cannot be a doubt as to the propriety of our course, and that it must be sustained by all good and patriotic citizens, still I feel exceedingly sollicitous as to many ^{may become} ~~are~~ ^{unthinking} who generously and disinterestedly have lent their names, and who, when here, nor do dream of its involving them in any manner, I am ready to take the whole responsibility upon to the top of my commission should any sacrifice be required.

You will see that one thousand copies

of the annexed article and correspondence are ordered to be printed for gratuitous distribution. The correspondence is official and between the Fring. Consul, Commodore and the Mission. This is all safe. Then comes the article as the matter of question, that gives a detailed account of the visit of the L. Arctique and comments freely upon it, especially in relation to the Mission. I am told that ~~that~~ the French Consul was much excited at its first appearance and has said it was not in all points strictly true. Still no attempt has been made to prove it untrue, on the contrary the correspondence annexed to it would seem at least, inferentially, to establish the correctness of the writer's views. However this may be, it has already appeared in the Occident Spectator (a periodical published at Honolulu) and three hundred additional copies have since been issued in pamphlet form, to all of which, as to those we have ordered to be printed, the author's name is annexed as holding himself responsible.

Under these circumstances, can we as officers be held responsible to our own, or the French Govt for the letter and annexed matter? It may be said that we appear as officers, and stamp the Pamphlet with an official character. True we are officers, but not of a rank to be acknowledged by, and the prescribed duties of our grade, and in this instance we came forward as individuals in behalf of a body of men whom we believe have been and are conscientiously and uprightly in the pursuance of the appropriate object of their calling.

I thus call forth objections which would probably have never entered into another

mind except my own, but as a counter effort may be made from some quarter, it has been deemed advisable to use every precaution that it may be met successfully, and trust with your cooperation that the public mind will be prepared not merely to sustain but applaud our cause, in having fearlessly and disinterestedly vindicated the rights of our fellow countrymen whose hearts glow for the help of our country than our own, and whose we firmly believe are pure and exemplary in their motives and conduct.

I cannot sincerely doubt the result and will not do my country the great injustice to suppose that she will condemn this step were to present serious difficulties with France.

But to return from this digression. I sincerely desire that you will see or write Judge Southard, and other leading politicians and the American Board of Commissioners for Foreign Missions, with many Editors of both political ~~papers~~ parties, and thus mine for us all the secular and religious influence in the country.

You must be too well acquainted with the character of some of the foreign residents at Honolulu not to see the necessity of using all the precaution herein suggested, as in all probability every effort will be made by those persons to lessen the influence of an testimony of implication, if possible with the Govt and people of the U. S.

Wm. A. Stewart
Chaplain U. S. Navy.

At the Foot

Society Island. Dec 7th 1836.

We arrived at this Island after rather a long, and unpleasant passage, of thirty one days, running a distance of twenty five hundred miles, and found the Brigate Columbia, bearing the Board of Directors of Commodore Beak, had arrived the day preceding. By this Island, and the large group composing the Archipelago, the public have been made so familiar by "Missionary Enterprise in the South Sea Islands" a very clever work written by Mr. Williams of the London Missionary Society, that it is unnecessary to go into details. Suffice it then to add, that comparatively with the Sandwich Islands, these people appear to have made less advance in civilization, and practical knowledge of Christianity, for altho the Churches are large, & the Christian is the religion of the land, and many, very many no doubt live up to the requirements of their profession, still it is an evident, & lamentable fact, that licentiousness prevails, to a fearful degree, scenes of the most indecent and revolting kind daily occur.

The Men are much larger, & better proportioned than in the Sandwich Islands, and the women, comparatively, are beautiful. Nature has been so bountiful in her provision, that manual labour is not necessary to support life. The Earth is rentled as the Bread fruit. The Taro, in fact all vegetable production is of spontaneous growth. Cattle roam at large in the mountains. Streams gush from the ^{hills} mountains. The climate is salubrious during the year, so that every plain is fertile, and

the gifts of God, ^{and} stream with lavish blessings.
So picturesque are these Islands. That one almost
ceases to wonder at the muting of the Bounty,
and her crew having exchanged the rigour of
our Northern climate, for a soil so genial.

The Antislavery had also visited this Islands,
and imposed restrictions scarce less intolerable
and oppressive than at the Sandwich, Capt. Co
Place not only demanded the full and free
liberation of Romanism, but imposed on the
Isles the lay of building Catholic Churches.

As this Mission is English, and no tangible act
of which we could complain had been committed
of course nothing was attempted of the Office in
relation to the Mission or people. Your Majesty's
Council, Mr. Pitt-Rivers, is a Missionary, which
gives him an influence with the Queen & Chiefs
that causes jealousy of British influence and
complaint of of an over Council with the
Officers generally, regarded the Mission here, as
elsewhere, as comprising the most intelligent
& clever people, and consequently an interference
was mostly with the Members of the London
Society. The object of our visit was to investigate
a supposed outrage on the 1st day of our Embassy,
the former Council had protected (against the Chief
of the Country) several Catholic Priests, who were forcibly
expelled from the Country, wherein one may be ^{that} be
transcended his power, and subsequently an attack
was made upon him in which a severe wound
was received, & his wife met her death. The
murderer was executed who was a Negro, and
executed only by the desire of plunder. This Council
was a Belgian, & has been superseded, & now holds
the appointment of French Council.

The following letter I wrote to Your Majesty's Council,
the last before the London Missionary Society.

Letter No. 13

W. S. Ship for Adams
Tahiti Decr 18th 1837

Sir,

I am pleased to find in
the incumbents of the British and American
Consulate, at this, and the Sandwich Islands,
gentlemen, who take so deep an interest in the
advancement of religion and civilization among
the native population.

A people just emerging from heathenism
and barbarism, through the instrumentality of other
nations, are giving unequivocal evidence that Men
of kindred principles with their spiritual teachers,
will be the most acceptable, and influential
representatives of these nations, therefore temporal
interests, no less than higher considerations, are
best subserved in the pursuance of this policy.

On these premises, I should be glad to call your
attention to Your Majesty's Council at the Sandwich
Islands, and in doing which, wish to be distinctly
understood as not reflecting in the least on the
qualifications of the Council Officer, or in his official
social relations, apart from his action against the
Mission, for as an Officer of a foreign Service, it would
not only be indelicate, but unwarrantably officious
in me to interfere on any other principle, or any other
ground than that, of religion, which, is common to
all of every Nation and Name, who appreciate its
importance, and sympathize with the instrumentality
in operation to disseminate its principles, it is
our duty as Christians, and the duty of all Men
as philanthropists, to encourage a Mission in heathen
ground in its efforts to elevate intellectual character,
diffuse the blessings of civilization, in short, pouring the
light of religion & knowledge upon the people with
their salutary influences.

Prompted by these considerations to address you, I feel confident in the communication, receiving a kind and reception, and a hearty response, and hope that it may be the means of ultimately effecting a change in the Consulate, where that blighting pernicious influence against the advancement of religion and civilization, may be in a measure repaired, by the selection of an Officer of a different spirit, to superintend the commercial interests of Great Britain.

The reasons for desiring so earnestly the removal of Capt. Charlton, the present incumbent are, that the office must be seen with a degree of influence, which renders him a dangerous enemy to the Mission, and the principles it is labouring to inculcate. The American Consul who acted in concert with Capt. C. and others against the Mission, has been removed, and his place supplied by one whose views and sympathies are in harmony with the Mission, and the native population. I feel well assured, that Your Majesty's Government, which for so long a period extended its fostering care and protection, over these Islands, and been so distinguished in her benevolent policy, and even incorporated into her own Constitution, the principle which so many American citizens, and English subjects are labouring to disseminate among the heathen, will hardly expect to one of her officers, expressing a hostile attitude against a system, calculated to diffuse peace and happiness, and secure the blessing of the life that now is, as well as the one which is to come.

In this communication, I have reasoned on the assumption of the Mission at the Sandwich Islands having confined its operations, within the bounds of its appropriate duties. The annexed copy

of a letter subscribed by a large majority of Officers, who are not professed of religion, and consequently disinterested, will be regarded as sufficient corroborative testimony in exculpating the Mission from the ferocious, and malicious charges of its enemies.

J. Pritchard Esq.

— Your Majesty's Consul.

Respectfully Yours,
A. B. Foot.

We the undersigned Officers of the U. S. East India Squadron, having upon our arrival at this place, heard various rumors in relation, and derogatory to, the American Mission at these Islands, feel it to be due not only to the Missions themselves, but to the cause of truth and justice, that the most unequivocal testimony should be given in the case, and do therefore order one thousand copies of the annexed article and correspondence to be printed for gratuitous distribution, as the most effectual mode of settling this agitated question in the minds of an intelligent and liberal public.

Being much decidedly of opinion that the persons composing the Protestant Mission of these Islands are American citizens, and as such entitled to that protection which our Government has never withheld, and with unswerving confidence in the justice which has been characterized to us, we rest assured that any insult offered to this unoffending class will be promptly redressed.

It is readily admitted that there may be in the operation of this, as well as in all other systems, in which fallible man has any agency, some objectionable peculiarities, still as a system it is deemed comparatively unexceptionable and believed to have been pursued in strict accordance with the professed principles of the Society which it represents, and it would seem that the salutary influence

extent of the Mission on the native population, ought
to commend it to the confidence and kind
feelings of all, interested in the dissemination
of good principles.

George A. Magnien Lieutenant
Andrew E. Foot Lieutenant
Jno W. Turk Lieutenant
Thomas Turner Lieutenant
James S. Palmer Lieutenant
Edward R. Thomson Lieutenant
Augustus W. Kelly Lieutenant
Geo. B. Mina Lieutenant
John W. Clark Surgeon of the U.S.A.
Jno. A. Lockwood Surgeon
Sangerfield Sammling Purser
Robert B. Dwyer Master
Jesse W. Taylor Chaplain
Joseph Beale Asst. Surgeon
S. Winstanley Bulcher Prof. Mathematics
Augustus G. Parlettan Prof. Mathematics

I am Sir Respectfully Yours Obd. Servt.
Caher, Honolulu Nov: 1st 1852. At 16 Foot
Jas. Lieut. U.S.A.

The object of incorporating this into the
letter to the Consul, is already explained.

It Turner also addresses a communication
in reference to the Consul at the Sandwich
Islands, which, with this, will be forwarded
to England, with the view of opposing the
policy which the Majesty's Consul has pursued
against the Hawaiian Kingdom.

Our own Consul at Tahiti, with the foreign residents,
are on much better terms, than with the Hawaiians
than at the Sandwich Islands, & we except the
American Consul at the latter, however, the facts
ought not to be concealed, that the conduct of

the foreign residents, generally with the natives, is
such, as to encourage the prevailing vice of the
land, licentiousness, and I can imagine no greater
obstacle to the progress of religion, than is to be
found in these persons, who coming from different
parts of Christendom, profess nominally for Christians.
Were the foreign population to exemplify the
precepts of the Missionaries, & were they to stand
aloof from a entirely away from the Islands,
Chastity, and all other virtues, would be freed
from a temptation which is now menacing
thousands among its victims. There are some
creditable exceptions among the residents, and far
be it from me to carry the idea that the guilty
among them, are alone implicated. No! transient
visitors, and until ^{quite} recently, even hosts of those of all
nations, presented when in Port, nocturnal scenes
which the refinement at least & it is to be hoped
the morals also, of this day, would not for a
moment tolerate.

The allusion to this subject has been merely
incidental, & to explain the cause why there is so
little union & sympathy of feeling among Missionaries,
and their countrymen resident among them, and
also to show how little weight and importance
should be attached to the opinion & censures
of them, whose motive in deriding all attempts
to diffuse the blessings of Christianity to be necessary,
is explained, by their manner & mode of life.

Dec^r 24th 1839. Papage from Society Islands to England.

The policy of blending physical, with moral power, adopted by the French Catholics, is destined to produce the most pernicious results to these Islands, and widen the breach between Protestants and Catholics throughout Christendom, and as occurrences involving such serious consequences, have so long taken place, a brief outline of them may be interesting, for the present and present state of the question at the Sandwich Islands is contained in the Pamphlet issued by the Officers, any farther allusion therefore is unnecessary.

At the Society Islands, where the London Missionary Society have for forty years been successfully employed in diffusing the blessings of Christianity, frequent arrivals of Catholic Priests, & French men of war to enforce their claims, have disturbed the Mission & held the government in terror.

Soon after our arrival Vice Britannia Major General sent me a long correspondence between himself and one former Consul, who was a Belgian by birth and a Roman Catholic in religion.

It appears from this correspondence that several years since two French Priests came to Tahiti, to propagate the tenets of their Holy Mother, Queen Pomare & her Chiefs ordered them peremptorily to leave the Islands, alleging as a reason it being contrary to her laws & wishes that any sect of the Protestant religion should be taught in her Kingdom. They persisted in the right of remaining until command for them to leave, in which the American Consul sustained them, offering the flag of our Country as their protection, & placed them in a house just beyond the precincts of the Consulate, where having repeatedly been warned

to disembark in the same vessel which brought them and still refusing, the Queen's order to take them on board was executed, and the ship proceeded to her destination Botany Bay, some weeks after they returned in an American vessel asked permission to land which being refused they made the attempt but were prevented by the natives.

The French Frigate Venus, Capt. Pilot Thomas, arrived at Tahiti soon after, and exacted 2000 dollars of the London Mission, probably to reimburse the Capt. of the American vessel for his detention and going to Valparaiso in consequence of the Priests not being permitted to land, and also required that Catholics (French) should in future be placed on the same footing as Protestants. The Venus was followed by the Antelope, Capt. La. Place, who sailed but a few months since, this Frigate having run on a coral reef was with difficulty & the assistance of the natives got into Port to a secure anchorage, where she necessarily underwent extensive repairs, having timber and all necessaries gratuitously sent by the Queen, but the expiration of six weeks being in order, & ready for sea, she was drawn up & presented her broad side towards the Town, & a communication sent to Queen Pomare that a Catholic Church must be built at her expense wherever there was a Protestant, and the same treatment & facilities must be extended to the French Catholic Priests, as to Protestants. Fear of a Broad Side, and the destruction of life and property predominated, & the terms were subscribed to. How this outrage will be viewed in England time will disclose. It is to be hoped that she, with our own force on account of the affair, at the Sandwich Islands, will enter into a special negotiation with the French, & take measures to prevent a recurrence of such proceedings.

A scene occurred in the ward room of this ship, which bearing indirectly upon the subject in dispute, I will relate the particulars.

While at Tahiti, on Remarking, to our new Consul, that I could not see the object of the Squadron being detained for the arrival of the Queen, he exclaimed, Oh Sir, it is exceedingly important. The Queen has been duped, deceived by the English and regards us, as a weak, impotent people. But his influence Sir will try to prevent her coming. I went, her to see both ships and the order & hang of this ship will make a most salutary impression in favor of our flag. Besides I have much to complain of in reference to the British Consul, and also Commodore Wilkes of the Explor. Expedition, who was influenced by this Consul, & gave presents to the children of the schools, before investigating into the nature & extent of the outrage committed on our flag. I have documents which I wish you to read, in which is contained all the proceedings in relation to Missions, Councils, Violation of the flag, Explor. Expedition & in short documents which will convince you that my reasons are strong for the sentiments I hold.

After mentioning on at a rapid and in an incoherent ^{in your favor} rate, I appeared him the great pleasure it would give me to read the papers in his possession, that no honest man should shrink from investigation, let all the truth come to light, & expose whoever is found in the wrong, and told him if Commodore Wilkes had acted improperly it was his duty to prove it, & have him with all others who had departed from duty set right, & as for the British Consul if he had done wrong he should be exposed, & as for Missionaries, if they have been guilty of the charges brought against

them, if all persons they are the last who should suffer to escape with impunity.

The following day met the Consul at his office where he declared himself not at home to all visitors, he went into an explanation of circumstances, but on being ^{told} that I could form no opinion without reading the documents, he at length produced three short letters between Queen Pomare and Commodore Wilkes of the Exploring Expedition.

The letter of Com. W. contained his directions from the President of the U. S. to touch at Tahiti and assure the Queen of the good feeling towards her on the part of our Government, and to distribute among her subjects the presents committed to his charge sent for that purpose, and that the President expected the Queen to treat our Consul kindly, give him a lot for his consulate, and regard him as the supervisor of our commercial interest, and that the present Consul had been sent to supersede the one of whom she had complained, as protecting the French Priests against her wishes and laws of the Kingdom.

The reply of the Queen was short and written in a conciliating tone, evidently wishing to be on good terms with our Govt. & stated that the Catholics were not Americans, and for which reason she insisted upon their being taken from the Consul who transgressed his powers in offering them protection.

These were the only material papers touched upon in the correspondence, & on remarking that they were hardly an introduction to what he had led me and others to expect, he said that Com. Read had the other papers, but at some future time they should be laid before me, however as they were never forthcoming, I candidly told

here of the want of data to enable me to form
an opinion of the merits of the case in the question
into which he and Com. W. were at issue, but
from the correspondence itself, I was fully convinced
that the Consul had a right to throw our flag
around foreign Catholics to protect them against
the laws & usages of a host within his consulate,
and then complain of its being violated, & that
he had better never agitate that question, as our
own Govt has emphatically expressed its opinion
in suspending its representative.

1718

Aug 13. W. Loh 35.8.

Aug 5. 1840

Having written the following letter
at the request of the Rev. Mr. Taylor, Chaplain
of the frigate Columbia, as confirmatory of his
news, & to be used in a history of the crime
now preparing for publication, I will present it here,
as it relates to the Sandwich Islands. It purports
to have been written to a friend in the U. S. & I
some weeks, I shall send a copy, that he may
either give it to Mr. T. or to the Editor of a
paper, as circumstances may determine.

Letter No. 14.

59.
U. S. Ship John Adams.
Honolulu Nov 2^d 1854

My Dear Sir.

The demonstration made by this Most Christian Majesty's Ship *Magale* L. Artornese, which secured the two fold object of establishing the Roman Catholic religion, and introducing the *caus de vie* of France forms an interesting subject of speculation, and appreciating your anxiety to become acquainted with the standing prospects, and measures, of our Missions abroad, I hasten to lay before you some material points, in connection with this extraordinary proceeding.

On our arrival at these Islands, the Missions were represented to us, as the councillors in framing, and executing the penal laws of the government, and, as consenting to a species of persecution, with the ulterior hope of securing the recantation of Roman Catholicism, being driven even to the darkest ages of bigotry and superstition. In short, to their agency were ascribed, all the evils and mistakes, of the social and political compact.

With this representation, sustained as it was substantially by a number of foreign residents, it is not surprising that ~~the~~ the officers should have seen strong palliative reasons for the proscription of the Protestant Clergy, as set forth in the manifesto of the French Commander. Still, many were then questioned the conclusiveness of this *ex parte* testimony, deeming it insufficient at best, to establish the guilt of the Mission.

There are among the foreign residents, several gentlemen, who give their countenance to the Mission, believing it to have pursued the appropriate objects, designed by the Society which

it represents. There are others, who regard it with unrelenting hostility, their prejudices leading them to view all efforts towards ameliorating the condition of this people through a false medium. They impugn the motives, and question the salutary influence exercised by the Mission, an influence, which the enlightened and candid, every where must acknowledge, who take the trouble to compare the present condition of the people, with what it was prior to the introduction of Christianity. I wish you to mark the features of this character, which it is painful to reflect, is forced to a limited degree in all communities, but in this, circumstances have fully developed, and lent a fresh stimulus to its efforts at crushing a system eminently calculated to diffuse social, moral, intellectual, and all other blessings ~~eminently calculated~~ elevating the human family. It here finds an unlimited range, controlled by no public opinion, fostered by the licentious propensities of a nation just emerging from the grasp of heathenism. In fact, untrammelled with those healthy, moral and physical restraints, pertaining to higher civilized communities, it becomes like "the pestilence walking in darkness, and destruction which wastes at noon-day." Could its rises be branded with the odium attached to those passions which assail the property and life of society, its withering influence on the higher faculties of man would be materially curtailed, but unfortunately, it reflects no stigma on the standing of a man of the world comparing with its deeds, and for this reason, it stalks unhesitatingly abroad, presenting an almost insuperable impediment to the diffusion of those principles of purity and virtue, which follow in the train of the Christian graces. To give some more tangible illustration of this character, I point to the complexion and features of a large number of youth and

middle aged at Honolulu. To show the flexibility of its principles, I will call your attention to the warm sympathies expressed towards the subjects of Protestant persecution. To exhibit lofty and disinterested patriotism, and illustrate the operative principle of gratitude for services rendered, I refer you to the President's letter of July 17th 1834 to the Commander of L. Canton, and for a solution of the opposition to the Missionary and difficulties of a public nature in which they have been ~~very~~ involved, I have only to ask you to trace attentively, the ramifications of this character.

A brief statement of facts, together with an article and correspondence soon to be presented to the public by the officers of the Squadron, will induce you to regard the prescription of the impurities of the French Commander rather a blessing than a calamity. The victory was complete in the extermination of their enemies, and the idea, no doubt was fondly cherished, that if a Mission so successful in its operations could be applied with impunity, the time was not far distant when the original predilections of the natives would cease and burst the fetters of clerical restriction, the sanctity of the Sabbath be blotted out, sin resume its undisputed empire, and the humble Missionary become a by word and reproach. The visit of the Intermers had brought matters to a crisis, and some action from the friends of social and religious rights was loudly called for. The time arrived to furnish a candid public with a detailed history of the Mission, and the character of those traditions, its measures, and designs, its influence. The result was that the church ~~was~~ ^{was} ~~that~~ ^{that} the French capture near Makani, short work with the Missionary was the capture of a very clever and the enemy of religion & virtue were taught the salutary which made its appearance in the Oct. No. of the Hawaiian Spectator. The Missionaries feeling strong in their innocence, and concurring with

the advice of their friends, in the Squadron, applied to Commodore Read for an investigation of their conduct. This was declined on the ground of a court martial employing the Officers required to constitute the Court of Enquiry, also the season being too far advanced to render longer detention of the Squadron practicable. Thus foiled in their endeavor to give publicity to the facts in relation to the policy pursued, there seemed no alternative remaining of which to counteract the influence of their accusations, where the ^{was from} ~~conspiracy~~ ^{of the} Officers of the Squadron, with but two exceptions, submitted the letter which effectually nullifies the malicious reports sent abroad with anonymous signatures, in a scurrilous irresponsible paper, formerly called the Sandwich Island Gazette, but now appearing under the appellation of Sandwich Island Mirror. Several copies of this letter being struck off that the objections might be met by the Officers themselves, produced a temporary excitement, the French Consul addressed a communication to Commodore Read, purporting that he had been informed of the publication of a letter by the Officers reflecting on the character of Capt La Plaze, and the French government, and as the representative of that government, deemed it not inconsistent upon him, on reading and hearing an explanation of the motives giving rise to the letter in question, the Commodore deeming it unobjectionable, stated that he could take no measures to suppress it. When the French and English Consuls, with the Residents generally, were distinctly given to understand, that the letter originated solely with the Officers of the Squadron, not an individual whose suspecting their intention until it was submitted, and that it contained a full and free expression of their opinions, for which they were responsible, and

from which they should not recede.

Should the question arise as to the nature and extent of evidence upon which such unqualified testimony rests, I would point to the article alluded to in the Hawaiian Spectator, to the letter of the thing contained in the Correspondence soon to be published and to several highly respectable residents, who expressed their convictions of the innocence and pure intentions of The Mission. To say nothing of the opportunity which a free intercourse of three weeks afforded us, to form an estimate of its character;

You may readily imagine from this outline, how much the Mission has to contend with from those to whom the natives would naturally look for the exemplification of the precepts taught by their spiritual guides. That the conduct and even the measures adopted in some instances, may have been injudicious, I do not pretend to ~~deny~~ question, although I am unacquainted with any good reason why exceptions should be taken. The rigid ecclesiastical discipline, the uncompromising opposition to intoxicating liquors, exposing the evil & sin of lechery, and the marked preference given to the Protestant faith, appear to comprise the head and front of Missionary offending.

The article and correspondence annexed to the Officers letter, furnish many interesting particulars in reference to the Missions, which will enable the public to decide whether a greater degree of forbearance has been exercised, than would have been extended in a similar effort to introduce the Protestant faith, where the predilection of a government and people were Roman Catholic. It will be seen that while the chiefs and people have carried the principle of intolerance so far in some instances, as to inflict corporal punishment on proselytes, the Missionsaries

have strenuously opposed the exercise of any other power than reason and argument, predicated on the holy Scriptures, to oppose delusion and error. It would appear from the King's letter, that an English and humble man of war had long since approved the proceedings in reference to the Catholic Priests, and even their Majesty's household, declared himself to an Officer of the Squadron, to have been the first to oppose the introduction of Roman Catholicism, however in reference to the English Council. My intention is far from carrying the idea that his views are at all in consonance with those generally expressed in this communication. The Mission itself has no doubt represented the tenets of the Roman Catholic Church, as hostile to the religious and political welfare of a nation, and in this opinion it is sustained by Henry & Scott in their Commentaries. Now whether this view of the subject be right, or wrong, is not the question, but the free expression of opinion is a natural right, and should be maintained as such, and inevitably, as for myself, I regard full and free expression discussion and investigation in ecclesiastical no less than in secular matters, together with the principle of toleration in accordance with the spirit of our Institutions, as eminently adapted to enlighten the mind, oppose error, and establish truth, courageously do not anticipate that malign influence on our own, and other Nations, which nearly seem to apprehend as concomitant with Roman Catholicism. In reference to the Church itself, I would add, that while I cannot but regard it as holding many errors, and the mass of its more unenlightened communicants grossly persecuting the emblems designed only to kindle and elevate the devotions, still I believe the truth enveloped in so much error, gleams sufficiently to guide the humble inquirer to its rising

knowledge. It is not the spiritually minded Roman Catholic, cherishing the spiritual doctrines of salvation by Grace through faith in the atonement, as the evidence of justification and adoption, with whom the Protestant believer is at issue, but with that numerous class of practical Infidels, who to conceal their Skepticism ensconce themselves within the pale of Holy Mother.

Viewing this mission apart from the difficulties in which it has been involved, no one under the patronage of the American Board has been more successfully prosecuted, and while there may be comparatively a greater number of cases requiring ecclesiastical discipline, than in countries where the Christian religion has given time to society for many generations still contrasting their low moral culture, and unrestrained habits of licentiousness before the introduction of Christianity, with their present condition, we find no part of Christendom furnishing stronger evidence of the triumph of Grace over the corruption of nature.

Having visited ^{my} foreign missions, several
missionary stations in the four quarters of the
Globe, I feel qualified to state that the operations
of the American Board through its representatives,
are judiciously conducted, and altho in some
places so little apparently has been effected, that
without faith in the promises one might be disposed
to regard farther effort as visionary, but in others
the work is advancing with evident tokens of
the Divine blessing, and in all are to be found
zealous and efficient laborers, whose instrumentality
is destined to prepare the way for the triumph of
our Holy Religion. Still farther in commendation
of the benevolent spirit of the age, I would add,
that the Foreign Missions of the different churches
in our Country, with the ^{now} ~~approximate~~ the London,
Scotch, Church, & efficient Methodists, are faithfully

inculcating those doctrines and duties, which elevate the intellect and cure the evils of the human heart, and the Christian looking upon these varied methods of communicating Divine truth so admirably adapted to the diversified taste and character of the human family, should feel an enlargement of heart swelling beyond the narrow precincts of sect, and earnestly supplicate the Divine blessing upon all in their work of love and mercy. Who then claiming an interest in Him that inspired upon his followers to preach the Gospel to every creature, can withhold his prayers and propitius from this cause, let the Church with her energies and means redoubtably come forward ~~and~~ to sustain it, and difficulties now apparently insuperable will soon be surmounted, and the literal fulfilment of the Son of Man taking the heathen for his inheritance and the uttermost parts of the earth for a possession will be accomplished.

The limits of a letter will not permit the discussion of this question involving the proscription of our fellow citizens, together with the jealousy of American influence and ascendancy, cherished by the foreign commercial ~~and~~ agents. The former however will be disposed of by a government no less energetic than just, and the voice of an enlightened public opinion will soon render the latter powerless. My object here is rather to expose the origin, than refer you to the article and correspondence for the progress and result.

Truly Yours
A. A. T. 1844

Wm. Larr Esq,

January

U. S. Ship John Adams,
Lat 32° South, Long 142° W on her passage from Society
Islands to Valparaiso, Jan 7-1st 1840

In looking the retrospect of the
past year I find innumerable instances of the
kind providence & tender mercy of God & which
there is much to cause the remorse of conscience
in the want of Christian consistency of feeling
and conduct. Still, I humbly hope having made
spiritual attainments, thro the exercise of more
faith in the Gift of Grace of Jesus Christ, and
this day must be devoted to fasting, humiliation
& prayer for past sins & gratitude for temporal
& spiritual blessings.

Works, Prayers, Resolutions, Fasting, Gifts, must not be
regarded in ^{any} other light, than the communications of
our Lord & Redeemer to us, in virtue of his merits,
in atoning for sin & transgression of the Law, our
spirituality of feeling is derived from the Gift of Spirit,
our pardon & acceptance arises from the fulness
& mercy of God. Therefore my soul be humble, &
rejoice in being such a debtor to Grace, discard the
sneak whisperings of pride, that you have personal
merits. Alas, it is Christ that must be formed
in the soul, as the only hope of glory. Grace must
abide with us, or we fall inevitably. Therefore my
Sovereign, look to Jesus your Redeemer, & to the Holy Spirit
your Sanctifier, & give God all the glory for every
holy impulse of the affections.

This day I renewedly dedicate myself to God, and
all the trials & temptations await me in a man of war.
Still Grace is sufficient to overcome all, if I continue
faithful in the use of those means which the Holy
Scriptures furnish, to the Spirit of Divine Grace has
guide, guard & keep me from straying away from God, &
enable me so to live as to join in thy heavenly

kingdom, my dearest earthly friends, whom I have been best to take from me, give me grace to spend every day as if it were my last, & enlighten my mind to cherish clear conceptions of thy character, and the relation in which I stand to thee. Communicate thy grace to my orphan daughter, that she may early be prepared to leave this on earth, & join the redeemed in thy kingdom of glory. Grant my petition to God, inspired up by the impulse of the Holy Spirit, in the name, & thro' the merits of our Lord & Saviour, Jesus Christ Amen.

February

M. D. Whipple, Jr. Adams
Valparaiso Feb. 7. 1840.

This day I observe as one of fasting, prayer, & humiliation before God for the manifold evils of my heart. I mourn & ^{deplore} ~~deprecate~~ for the ascendancy, too often acquired by my passions & my pride.

The world appears to be predominate too much for a genuine belief of grace. Am I deceiving myself? Cry, peace, peace, when there is no peace. Blessed Jesus! show me my true character, give me a realising view of spiritual things.

In the name & merits of Christ, with the assistance of the Holy Spirit, & the mercy of God the Father, I do here in this holy presence, resolve to take the scriptures as the guide of my actions & my feelings. I resolve to use all these helps which religious works, & Christian conversation so amply furnish, to inculcate a spirit of love and obedience. I resolve to watch & pray, to bear in mind that the Christian life is a warfare, that one must be uncompromising in his principles and conduct, & never shrink from avowing my profession and hope in Christ whether such avowal

be in unison with the sentiments of those spiritual with me, or not. I resolve to guard my tongue from speaking injuriously of others. To avoid liberty of manner on the one hand, & moroseness on the other. To perform the executive duties of the ship with impartiality and justice, feeling at all times that my official acts will be closely criticised in consideration of my profession of Christian principles. I resolve steadily, night and morning to devote suitable time to meditation & prayer, letting no day pass without me being wholly engaged to religious reading and other exercises.

I resolve to look alone to Christ as our mediator and atoner. To the Holy Spirit for its workings, and to God thro' his mercy, for grace & assistance to keep me in that holy and lively exercise of faith which will enable me to keep these resolutions made in His presence, and given in grace to become meet for an inheritance among the saints in glory. Amen.

Almighty God who searches the heart and judges motives far up than actions, enable me to offer up an acceptable sacrifice at this time, grant unto me the influence of thy spirit and teach me by thy grace to be true, not to feel as with conscience to thy honor & glory and my own salvation. I would not approach in my own beams, for thy justice will forever preclude my coming to thee except in & through the name of Jesus our advocate and Redeemer. He has expiated our sins of nature & of practice, & his intercession must ever be in our behalf that sinful man may be finally presented faultless before God in the kingdom of future glory. O may I therefore be made strong thro' his merits, & regard all, inherent in myself, as unworthy of thy acceptance.

I would lift up my heart in praise and

gratitude to Thee for all thy loving kindness and
tender mercy; for the hope of glory wrought
thine faith in our Lord Jesus Christ, & for all
blessings of thy rich providence as well as of grace.

But I would at the same time mourn over
the evil of him of its power, so often leading
me captive, I have nestled on in the communion
of it, against the gentlest light, love & knowledge,
& not one word of excuse or extenuation can I
offer to Thee, O God be merciful to me a sinner.
I thrive, myself as I am upon thy grace &
mercy at the foot of the cross of Christ, and
only hope for forgiveness & acceptance for his
sake & thine his merits. Thou seekest me, huntest
& loathest him, earnestly desiring to be free from
its reigning power & condemning effects. Still
my inconstant heart strays from its resolutions
& the world triumphs, O forgive the past, and
grant me grace effectually to resist the
temptations to come, O grant me the joy
of thy salvation & uphold me by thy free spirit.
thy grace alone can sustain me, & O be thou
for me, & my weakness shall be my strength,
& the world, the flesh & the devil, & the powers of
darkness shall not prevail against me.

I bless thee for being as I am, & feel more
encouraged to go on seeking thee with my
whole heart, for the promise stands secure
& to myself only can be attributed that want
of christian attainment so conspicuous to a
half heart searching God.

grant the blessing of thy grace to my
little daughter & all my relations & friends &
for ever on I should pray, & O may I never
dishonor Thee in this profession & dedication, by
returning to the pleasures of sin, but rather may
I hereafter live in thy grace, that I may die
in thy favor and in thy love. Amen

March

U. S. Ship the Adams
(At sea) Lat 22° S Long 87° W 19th March 1840

"Who shall deliver me from the body of
this death? Why with the prints of holiness cannot
the Christian be satisfied? Alas! in my own case
the world's its honors, & raised sources of gratification
insensibly steal upon me, & become incorporated
into all my future plans of secular employment.

But God be praised for his mercy & loving kindness
in Christ, for having enabled me to make some
little progress in grace. In having imparted the
comfort to aid, strengthen, & in fact to excite
more holy aspirations after conformity to the
requirements of the gospel. All the praise I would
render to the rich provision of grace & rejoice to be
its debtor, clothed with the robe of our Saviour's righteousness.

This day is devoted to fasting & humiliation,
as well as thanksgiving for the blessings of Providence
& grace so fully bestowed upon so unworthy a creature.
I have not been enabled, (thru the weakness of my
exertions, & faith,) to observe the spirit of all the
prayers & resolutions of the last fast. Still I feel
there is reason to rejoice in the Lord, as the prevailing
sentiments of my heart, my private devotions, my
views of the eternal world, all have been in more
lively exercise than in any preceding period, for
a great lapse of time at least.

Notwithstanding this, several instances of giving
way to anger, & cherishing too fondly either love, or
rather failing to rebuke them in the spirit and
temper of Christ. I plead guilty before God & would
confess, fast & pray over them & endeavor to win their humors
as it must appear to eye of perfect holiness.

O thou fountain of all power, grace & glory, I
present myself with ^{my sins} all their aspirations, before thee

desiring to realise thy knowledge of the secret thoughts
of my heart and that thine dearest motives be less
than actions, I would in presenting myself before thee
admit the justice of thy law, be less than rejoice in
the dispensation of grace & mercy exhibited in the
gospel, be thanks be to thee for the unspeakable
gift of Christ Jesus as our advocate and Redeemer, as
in, and through him we may come with humble boldness
to the Throne of Grace, & find mercy in time of
need, and however we may have violated thy law,
Christ has suffered & atoned for the transgression & is
ready to cleanse us from ^{all} ~~the~~ condemning effects of our
exercise of humble repentance in obedience to the Cross of
Christ as our Ark of Safety. But O God save me
from depending on Christ's merits & righteousness to that
degree, which may render the least transgression of
mine, regarded as less criminal than if there were
no forgiveness thro' a Saviour's mediation. Oh rather
let me have that practical view of thy Character &
attributes, which will make it my heart's desire &
chief joy to obey thy will & walk in thy commandments,
grant O Most Merciful Father that eternity may
hereafter be a theme of instant & delight to me,
that I may regard this life as important in being
the probation for that ^{which} is to come.

Rejoice my Lord of thought and deed &
may that unfeigned repentance more proffered here
an effectual check against the commission of those
sins which I now deplore. Renew within me a
solid, consistent walk & conversation, & help me to
live as I shall wish I had done when I come to
die, grant to my Parents, my daughter, Brothers,
Sisters & friends & all for whom I should pray the
blessing never supplanted.

And now O heavenly Father to Thee be thy
Son Christ Jesus our Redeemer. To Thee O God

Spirit our Sanctifier, unto Thee the true God
I will surrender & solemnly dedicate myself,
my time, talents, influence & all that I have, am
or expect to be. Take possession of my heart and
pursue every thought not in rebellion with thy
will, and so replenish me with thy grace,
as to enable me successfully to watch, pray
& overcome all the trials to be encountered in
the Christian warfare. Amen.

April Month of April

April 2^d 1840 (At sea) Lat 45° S. Long 85° W.

My mind being in an unusual state
this day, induces me to note the circumstance
notwithstanding the gale & violent motion of
the ship. Some trials of a nature common to
the service causes many unpleasant feelings,
but especially one of the singular department
of a friend & a Christian, such things no doubt
should be improved in promoting our spiritual
health, earthly ties bind us to the world,
when they are removed we should throw
ourselves upon Him who is without variableness
or shadow of turning.

Read Baxter with interest & hope with profit
prayed & meditated more than usual, and as
well as for several preceding days, felt little
disposition comparatively towards unity of mind
& manner. Thus my treacherous heart would
flatter itself that grace produced this effect,
but no, not entirely, if to any considerable
degree, for outward circumstances have had
their influence & the deprivation of creature
comforts, I fear has the preponderance in
the change of feeling & manner, for my mind

has been dwelling mostly on these circumstances
when endeavoring to confine ^{myself} to religious
exercises & endeavoring to lead the soul to Christ
as the only source of hope.

O God, I would throw myself upon Thee in
Christ Jesus. Thou readest my heart & seest
the want of that faith so essential to growing
maturity for Thy kingdom, & manifest Thyself unto
me & enable me to turn all these trials to my
spiritual good. Pardon my sins & cheer me up
I have manifested the principles of Christ in my
intercourse with — & enable me to become less
sensitive to mortal friends & transfer all my
affections, thus improperly placed, to my Saviour
& Redeemer, & to hear only Thy Father give me influence
& a correct department that souls may be
rescued from the world & placed supremely
on Thee. Bless this ship her officers & crew,
I see Thy Spirit down upon us all. Be with
my Father & Mother & my little daughter, my
brothers & sisters, all for whom I should pray.
& O I beseech Thee so cleave & sanctify me that
I may in faith at any moment be enabled
to say, "To depart & be with Christ is better
than my prayer & strengthen me for Christ sake.

Amen.

Lat 28° Long 45° W. At Sea, April 22^d 1846

April

This day has been observed as
my Monthly Fast & Fasting yesterday, I could
flatter myself with the hope, ^{that} the retrospect
would be comparatively enveloped with
sins, & more devotional frame of my
mind had been enjoyed, more remunerating
faith, & much of the comforts, consolations
& even pleasures of religion experienced.
But alas it seems our spiritual enemies

renew the attack with vigor when we regard them
overcome & perhaps, doubt as to the authenticity
of the Christian religion suddenly flashed across
my mind last evening, which appeared like
a signal for concomitant temptations to
apart, & obtain the temporary mastery
of all other principles. Why are these things
done I know them to be permitted by Thee O God
alone & is it not to show us our weakness, &
that we must rely in this warfare upon
earth rely solely on Christ & plead his name
& his merits, Oh that I could abhor sin
in all its varied hues, & cleave to holings.

"The heart is deceitful above all things and
desperately wicked." I would take to myself
shame & confusion for my sins, & only hope
for their forgiveness for Christ's sake & merits.

The day has been one of interest, read
Scott, Mayhew & other religious works, examined
myself, meditated, & prayed five or six times
to become strict for the heavenly inheritance.

O God in Christ Jesus, I present myself
before Thee, to be silent once, fast & humble myself
for all my iniquities of thought, word & deed, Oh
show me my real character as estimated by
Thy Spirit of all grace enlighten my mind
cleave my heart & sanctify my nature, Thou
knowest O God better than myself my wants,
I will therefore bare down & resign myself
to Thy goodness & mercy. Commit sorrow for
sin & rejoice & praise Thee O my Father in
heaven for the hope of increasing in Grace.
Make me a consistent useful follower
of Christ & show me clearly the path of duty
& grant me grace to walk therein.
Bless all in this ship with spiritual blessing,
also my friends & for whom I should pray for Jesus sake.

May

No. 1. Ship Inc Adams
(At Sea) Lat 10° S, Long 31° W, May 21. 1840

This day is observed as a Fast. Since its Commencement, much, that I hope has proceeded from an overruling power, has filled my mind & become the theme of encouraging hopes for the future. Thus absorbing the scheme of Redemption to a mind that is not solely blinded thru the deceptfulness of Sin. This morning, here reflected upon the immutability of the word, & find difficulties in realising this great truth evidently deceiving Who can fathom the extent & operations of the Divine mind? He who made & sustains all things, can raise the dead, & transfer the soul from its nature to a new tabernacle. I could give wings to that faith enjoyed in God's word. Such are my views & feelings to day. But Alas! what have they been the last month! Such as to condemn me, when in Rio the pride & vanity about the appearance of the ship & service at sea instances of popery & frequent dealings & coldness in my devotions & duties, are among the instances of unfaithfulness & sin for which I would humble myself in a special manner before God this day, & look for His pardon & love solely in the merits & intercession of Christ Jesus our Redeemer and Redeemer.

Grant, I beseech Thee O God, a measure of asep to Thy mercy seat on this solemn occasion. incline Thine ear to my prayer & infuse into my soul the holy & sanctifying influences of Thy Grace that

I may present myself in the way opened by our crucified, but more risen, Lord & Redeemer. I most heartily & reverently lay open before Thee all my sins of nature & practice, of omission & commission, of thought word & deed & most fully do I lament & mourn over their commission against Infinite Justice & Mercy. Pardon me for Jesus sake, & elevate my hopes & faith to that degree as will enable me to consecrate myself & all over which I exercise influence & control to Thee to Thy service. Give me Grace from now and might to offer up an acceptable prayer of praise, confession, thanksgiving & petition with an earnestness of faith as "the substance ^{of things} hoped for & the evidence of things not seen."

Direct all my affairs secular & spiritual to my growth in holiness & to Thy heaven & glory, & O enable me to first of all to subvert the hegemony of heathen & its righteousness & to that end may all my ambition & energies be directed.

O bless with Thy richest gifts my little daughter, my Parents & all for whom I feel an interest. May they be thine by adoption as they are by creation.

I would now O God in Thy sacred presence, petition that Thou art watching my conduct, & Thy very motives prompting my actions, receive myself into Thy hands, proposing to Thy disposal. I renew my dedication soul & body to Thee. I beg for Grace & the efficacy of Christ's death & intercession so that I shall be saved from that wickedness of character & inconsistency of conduct which has marked my deportment. herefore, give me a full knowledge of myself. O teach me & try me & lead me in the way of holiness & all the praise shall be rendered to Father Son & Holy Ghost. Amen.

June 1840.

W. S. Ship In. Adams

(At Sea) Lat 34° N Long 64° W 9th June

We are rapidly drawing our ~~course~~ ^{course} to an end, a good emblem of human life, it becomes me to look back, as we all should when the cruise of life is about terminating, & examine the past & look for the features of Christian character, as evidence of Christ being formed in the soul.

The past month has been one for which I have abundant reason to thank God from an overflowing & grateful heart. I praise thee for that portion of Grace which so often has enabled me not only to draw near to thee in prayer, but with that frequent vision of Christ's exaltation, his death, and its fruits as being so fully offered, and to keep us humble & bowed down with such God-like love. We are attracted to Christian tasks as the result of faith which are promised a reward, else then my soul can then be lifted up & not continually regard myself as a debtor to Grace. Christ is all in all. We are drawn by him, kept by his intercession, & it is God's mercy & Grace. The Spirit gently whispers which keep us within the pale of duty.

Seasons of indifference I have had, & that I could always live full & act as God teaches us we should in this revelation of Grace.

Next month if it please God my task will be spent under the paternal roof. What a change at my home, God has done it

and blessed be His name. My Parents & my orphan daughter occupy a place in my prayers, near my heart & affections. At that morning & evening & noon day devotion absent from them all acceptably unto God. Theore, I commend them to cheerfully to thee.

The coming week is like to be one of excitement to me. May my weakness prove my strength. Blessed Redeemer to thee I look ~~up~~ ^{up} according to temptation.

Our Father who art in heaven I renew on this day those obligations, & vows, to be thine & wholly thine in time & eternity. I come before thee to renew the influence of him still over me. I come also to praise thee for the hope that I am growing in Grace. I come deploring the ~~weakness~~ ^{weakness} of my character, but I come trusting thee for the influence I have here acquired. I come to confess & ask forgiveness for Christ ^{like} ~~for~~ all my sins of omission & commission. I come also to magnify thee & attribute to thy love in Christ Jesus all those seasons of faith & weeks which may have been acceptable to thee. I come to exalt the Name, & adore thyself. I come to ask a blessing on my Parents, my daughter & those whom I love. I come with the desire of being taught of God, thro Christ, & the Holy Spirit, so to live & act in my situation as Thy glory may be promoted & souls saved. I come to give myself away with the fervent prayer that my highest ambition may ever lie in being conformed to the will of God.

Amen.

August

Chester August 1840

While I have particular sins to abase & humble myself for, since the last day of fasting, I would this day rejoice & bless God for having permitted me this Christ to view entire consecration as a duty not only attainable but that there is reason to regard sanctification within the Christian's reach. Not that knowledge & grace can no more increase, but the purity, wish & determination to do all for God's glory, by looking with faith to Jesus, is promised & should be expected. I am reading Mahan's sermons & Finney's lectures in relation to these views & disposed to regard them very favorably. I pray that God will lead me to her & practice the truth as it is in Jesus.

The excitement of arising in Boston & praying off the crew, had a tendency to secularize the feelings, but with me it is the heart, the stubborn will, sins which I loathe & hoped long since had ceased to exist, have prevailed over all resolutions & vain confidence. I look now alone to Christ for strength & habitual faith to overcome the world.

Almighty God accept the offering of myself & all I have & am this Jesus Christ our Redeemer & Redeemer, guide me in the path of duty, illumine me by the enlightening & sanctifying influence of the Spirit the truth as it is in Jesus. Enable me to live up to Thy requirements & adorn the doctrine of God our Savior in all things. Bless also my friends & the Church of Jesus Christ our Lord. Amen.

September 12: 1840

This is the thirty fourth anniversary of my birth. O how mingled are the emotions of my mind. It seems as if Love, Joy, gratitude on the one hand, with sorrow, contrition & dejection of soul on the other were all at work within me.

In the review of the past year I can vividly bring to mind many sins, & that I may now have grace & faith enabling me to repent & even after to avoid similar & all transgressions, for I believe if we live up to our privilege & duty, that faith in Christ followed by the strength of the Holy Spirit will keep us from that inconsistency of conduct prevalent among professing Christians. Who is there but must admit & that too from the most self evident knowledge that within Christ or any influence of the Spirit was wanting, to prevent him from sin against all heavenly influences & the Christian is told in the word of God & his own experience demonstrates the truth that Christ is an all sufficient Savior, & he is able & ready in all circumstances to sustain us in a life of perfect obedience if we exercise faith in Him.

O my God & Savior I present myself before Thee on this occasion with humility, penitence & gratitude. I have sinned. O forgive me, & grant me grace to come more & am after to remain at the foot of the cross looking unto Jesus as my advocate Redeemer & Redeemer. Preserve me from sin, & may I be enabled by divine grace to live in a way most adapted to commend & establish religion in its purity among my fellow men.

I sincerely dedicate myself to Thee O Lord in thy power & strength. May this year be so passed as to meet Thy acceptance, & if I am before its expiration to have this word enable me cheerfully to acquiesce in Thy will.

U. S. Naval Academy Philadelphia Jan. 1. 1842

I would praise & bless the Lord, while with fasting
prayer I would humiliate myself before him,
for the numberless blessings, which have been
so little appreciated as coming from the Author
of every good & perfect gift.

Dear God, my friends & I follow me, & while "the
lines have fallen in pleasant places, may I have
the ~~many~~ "heritage" alas I have reason this day
to repent & abase myself, for ingratitude to God,
for "following Christ afar off" my heart has been
too much engrossed with worldly objects, & have I
not reason to fear, that in the light of eternity,
the judgment seat, my "work will not stand."
I would in all things recognize the hand of God,
& in enabling me to inspire & receive a confidential
affection in the object dearest to me on earth.
Oh how grateful to him ought I to be, but alas,
I fear that much of that time which should
have been devoted to secret prayer, self examination,
has been devoted to her who possesses all my earthly
affections, & who, have I not reason to fear is becom-
ing my idol, Oh God let me create myself in my
heart the place belonging to thee, but rather
may I & may she look to thee in Christ as the first
& great object of our adoration & love, & with
thine bless our union, & make it instrumental
in promoting our own & the spirituality of all
near & collectively connected with us.

Now in this day of fasting & penitence, in the
dread presence of him whose eye pierces the inmost
regions of the heart, I would confess & repent of all my
sins, & ask forgiveness in the name of Jesus, & beg that
assistance which will enable me at all times, under
all circumstances to live with an eye single to the

glory of God, aiming at the noble standard of
holiness, are ready in season of heart to ask, "Lord
what wilt thou have me to do?"

O God I would now present myself before thee
in the name of our Saviour Jesus Christ to implor
thy forgiveness, & restoration to thy favor, I confess
all my sins of thought word & deed, &
beseech thee to blot them from thy memory,
& while they are for Jesus' sake pardoned, on my
penitence & confession, yet may the remembrance
of them keep me ever humble, distrustful of
myself, earnestly hoping in him before my mind
continually, who tho' he does us sin, yet sends
a sin offering for us that we might live, &
that repentance may here reformation with
us, may religion be a deep seated principle,
regulating every act of my life, & all the
motions of the heart.

Grant I beseech thee O God these blessings, I
ask for myself to her who is soon in the holy
bonds of matrimony to be united to me, & may
we encourage & provoke one another to love & good
works, may we set in our conversation & lives an
example that will commend to all around
us, the religion we profess, remembering that in
all places & in every change of circumstances we shall
by thy true disciples, first see how we can most
effectually promote the interest of thy kingdom
& to this end O God leave us not to hazard our
souls, but salvation by confirming to the world, but
live near to thy many sect, & in our lives avoid
the appearance of evil.

Bless my little daughter, & early regenerate her heart,
& pour thy spirit upon my parents, friends, & all
people, every object for which I should pray, & especially
make me the humble instrument in thy hands
of good in this place, for Christ's sake. Amen.

Collection THE PAPERS OF

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16, S. Naval Asy
Phil^a Dec- 14. 8.

Sir

Your communication of this instant is received.
I am not aware of there being any Surgeon on the station unemployed.

20

506

Ret

14

U. S. Naval Asylum
Philadelphia Nov^r 30th 1862

Sir,

I leave the Asylum this day.
You will please assume and retain the
Command, until relieved by an order from
the Hon. Secretary of the Navy.

I am Sir, Respectfully,
Your Obedt Servt
James Barron.

Lieut. A. B. Post.

cc. cc. cc.

Naval Asylum.

1-
Lieut. Foot, enclosed a letter from Purser
Pettit to Commodore Mannington, who replies.

Bureau of Quids & Jocks
Washington 5th Dec 1862

Sir,

Your letter of the 3rd inst., enclosing
one to you from Purser Pettit, in relation to
the amount necessary for the Asylum has
been received.

It is now too late to add any further sum
to the estimates, as they have been sent in
some ten days ago.

The Purser should have ascertained the
state of the funds in time to have had the
estimates increased, if it was necessary.

I am, Respectfully,
Your Obedt Servt
L. Mannington

Lieut. A. W. Foot.

U. S. Naval Asylum
Philadelphia

U. S. Naval Asylum
December 7th 1862

Sir,

Doctor Blake, Assistant Surgeon in
charge, having received orders through you, detach-
ing him from the Asylum, and there being sev-
eral persons on the sick list requiring medical
treatment, especially Midshipman Morris of
the Naval School, I deem it my duty to make
this report to you, of the wants and condition
of the Hospital Department.

I am Sir, Very Respectfully,
Your Obedt Servt
A. W. Foot
Lieut in chgr.

Commodore George C. Read,
Comdg. U. S. Naval Station
Philadelphia.

U. S. Navy Yard,
Philadelphia Dec: 8th 1865

Sir,

I have received your letter of yesterday's date, in reply to which I have to inform you, that if you know a Surgeon attached to this station without specific duty, whom you would prefer to another, and will name him to me, I will add him, temporarily, to the Hospital Department of the Asylum.

I am Sir, very Respectfully,
Your Obedt Servt
Geo. C. Read.

Lieut. A. V. Foot.
Naval Asylum.

U. S. Naval Asylum
Dec: 8th 1865.

Sir,

Your communication of this inst. is received.

I am not aware of there being any Surgeon on the station unemployed, but heard it incidentally remarked last evening, that there were two or three assistants on "leave of absence." I am unacquainted even with their names.

Any Medical Officer will be acceptable, the case of Midshipman Morris continuing such as to need professional services.

I am Sir, very Respectfully,
Your Obedt Servt
A. V. Foot.
Lieut. in chg.

Commdr. Geo. C. Read
Comdg. U. S. Naval Station,
Philadelphia.

U. S. Naval Asylum
December 7th 1862

Sir,

At the request of Midshipman
Knapp, I forward the enclosed communica-
tion to the Department.

I have the honor to be,
Very Respectfully Sir,
Your Obedt Servt
A. W. Scott
Lieut. in chg

Wm. A. P. Upshur
Secretary of the Navy.

Navy Department
Bureau of Med. Surgery
Washington Dec. 7th 1862

Sir,

Will you be pleased to transmit to this
Bureau, an inventory of all the furniture,
kitchen utensils, bedsteads and bedding, clothing,
in short every thing pertaining to the Asylum,
that is, exclusive of the furniture and chamber
or board appurtenances of the Naval Hospital,
at present in charge of Assistant Surgeon Beale.

Be pleased to state the articles in charge
and keeping of the Purser, distinctly from
those in your own charge, you being at present
Sole executive Officer and in command, as
long as the Secretary of the Navy leaves you so
of the Asylum. All the articles you return
on the Inventory, will be considered in your
charge except those of new clothing &c. reported
in charge of the Purser. All these articles, with
out exception I think, have been purchased
by the Medical fund or appropriations, and
on this account it is necessary that this
Bureau should have knowledge of their existence
by official accountability.

I would wish the Inventory also to embrace
the outdoor appurtenances and utensils of
whatever kind.

Please specify the rooms which are carpeted
at public expense and as far as you may be
able

able to trace their purchase by information of the Purser. It is desirable to be informed of the precise fund out of which the carpets were paid - State also the kind of carpets and the condition. If your own apartments have been carpeted and furnished at private cost, it would be well you should state the cost, or present value of those carpets, since if the rooms for officers are to be furnished at private expense, it is but just that yours should be so as well as others. The estimate value of such private carpets might be set down in an appendix. The Secretary of the Navy by printed regulation has actually allowed furniture.

About seventy pounds of hair from Mattresses paid for out of the Medical appropriations, were weighed by Robt. McClellan; he will state in whose possession it remains. This may be added. This is sufficient for six Mattresses which may be wanted.

If also without too much trouble, you could report, how many by name of the pensioners, are supplied abundantly with clothing for the ensuing six months, or at least for the usual period of wearing woollen clothes, it is desirable that you would do so. From whatever fund clothing is hereafter to be paid, this kind of information would be a useful guide to prevent a useless outlay for overstock. All this information I wish to report to the Secretary of the Navy.

As the Secretary has detached Lt. Surgeon Beale, this Bureau will send to him a Schedule to be filled up, returning an Inventory of all Hospital articles.

Anders. H. Foot Esq.
in charge of Naval Asylum.

Respectfully, your Obedt Servt.
William D. C. Barton

U. S. Naval Asylum
December 10th 1842.

Sir,

Your letter of the 9th inst. calling for an Inventory of articles, prescribed, has been received. The list coming within the special province of the Executive Officer, might be completed and ready for transmission by Tuesday's mail. That of the Hospital department, may be delayed a few days, Lt. Surgeon Beale having left the building succeeded temporarily by Dr. Kueschensinger. The Purser, I suppose may be in readiness with that pertaining to the Asylum proper.

I am Sir, very respectfully
Yours Obedt Servt.
A. H. Foot.

Lieut. in charge

William D. C. Barton, Esq.
Chief of Bureau of Med & Surgery.
Washington D. C.

U. S. Naval Asylum
December 12th 1842

Sir,

I have furnished in tables A.B.C.D. the information required by the Medical Bureau with as much particularity and as much in detail, as the means of information render available. The articles purchased from the different funds, being designated in all instances, where there is evidence now in my possession.

The lockers, bedsteads, and small tables in the Hospital department are included, but nothing more, as your letter inquired the inventory of that department to Dr. Beale. I have however ascertained that the hair for Matheps is in the Hospital Store rooms.

The pensioners, with two exceptions are supplied with clothing for the ensuing six months, but none of them have more flannel shirts, drawers, stockings, &c. handkerchiefs, than required for present use. The quantity of clothing returned in table B. Purser's department small as it is, equals that of any former period. It having been the practice to keep but few articles on hand, procuring at the time such as were required.

I am Sir, Very Respectfully,
Yours Obedt. Servt

A. W. Foot

William A. C. Barton Esq

Chief of Bureau of Med. & Surgery.

Washington

U. S. Naval Asylum
December 14th 1842

Sir,

I have received and given to Midshipman Knapp, his orders to the U. S. Ship of the line Ohio.

A sealed communication from Midshipman Knapp was handed to me yesterday to be forwarded to the Department, which he now in the enclosed letter, requests to be withdrawn.

I have the honor to be

Very Respectfully Sir

Yours Obedt. Servt

A. W. Foot

Lieut. in charge

Hon. A. P. Upshur

Secretary of the Navy.

U. S. Naval Asylum
December 14th 1842

Sir,

In the Inventory pertaining to the Asylum proper, of the 12th inst. the bedding, clothing etc. of the pensioners were not enumerated, supposing the object to be rather to ascertain what would be required for the ensuing six months, than that already issued. Shoes, Blk handkerchiefs, Cotton Shirts especially, will soon be wanting. Scarcely a pensioner has more than three shirts issued by the government and some of these have been in use from four to six months. Woollen clothing, and other of the more expensive articles, as bedding &c. will not be required for several months.

All the Carpets contained in the Inventory, except those in the Governor's parlors (which are Brussels) are Ingrain, and cost from sixty cents to one dollar per yard.

I am Sir, Very Respectfully,
Your Obedt Servt
A. U. Foot
Lieut. in charge

William P. C. Barton, Esq.
Chief of Bureau of Med & Surgery
Washington.

U. S. Naval Asylum
December 21st 1842.

Sir,

Your letter of the 17th inst. in relation to Jno Calverly, has been received.

This man as you represent him is an excellent Seaman, and I am inclined to believe from Officers here who have sailed with him, has served his country faithfully. I exceedingly regret, that while a pensioner here his conduct was such as to induce Governor Barron then the Governor, to recommend his expulsion. I used all the means in my power to reclaim him, notwithstanding he kept this house in a constant state of excitement. From the moment of his expulsion peace and quiet were restored. A recurrence of the scenes when he was here, I should as the Executive and Comdg. Officer deeply deplore. The prejudice against him in the building I find has not in the least abated. Had it, I should hope that he might be permitted to return, although in that case even, I have no authority to readmit him, he would have to obtain the permission from the Hon. Secretary of the Navy, who ordered his expulsion.

I feel very much for the condition of Calverly and as a man would do more for him, than under the circumstances I can with propriety as an Officer.

I am Sir, Very Respectfully,
Yours N. Murphy, Esq.
Your Obedt Servt
A. U. Foot

U. S. Naval Asylum
Dec^r 23^d 1842.

Sir,

William Taitton a seaman reported himself as having received an order at Washington, on or about the 18th inst. for admission into the Asylum, but lost it on his passage.

Under these circumstances, I have given him permission to remain here until informed by the Department, if the order, as he represents, has been given him.

I have the honor to be
Very Respectfully Sir,
Your Obedt. Servt
A. W. Foot

Lieut. in charge

Hon. A. D. Upshur
Secretary of the Navy.

Jan^y 1st 1843. A duplicate order to admit Mr. Taitton as a pensioner, was received.

A. W. Foot.

Naval Asylum
December 14th 1842.

Sir,

You will give me daily, a list in writing of all articles coming to the Asylum belonging to, or purchased at, government expense, that they may be entered in the Log. Articles belonging to the Purser's department are excepted, as the Purser's Assistant will furnish his own list.

The Navy Department, by Circular, requires an account of all things on hand, and those from time to time, received.

You will therefore comply strictly with this order.

A. W. Foot.
Lieut in charge.

Mr. John D. Benthall
Gunner of U. S. Naval Asylum.

U. S. Naval Asylum.
December 19th 1842.

Sir,

Daniel Knap, pensioner, who had been three times turned out of the building, and in two instances for a civil offence, but readmitted in August last, was confined in the cells on the night of the 18th for drunkenness. Early this morning he broke the panel of the cell door and has left the building. I have in consequence, given directions that in case he returns not to admit him until the pleasure of the Department shall be known.

The conduct of Daniel Knap has been annoying in the extreme to other pensioners and is creditable to the building, having been taken up and put in prison by the civil authority and confined in the cells three different times, by order of Commodore Barron, for drunkenness. Notwithstanding, every degree of forbearance has since been extended towards him, every effort made to reclaim him. Now, that others may not presume upon his conduct, supposing that there is no penalty attached to the violation of the Rules and Regulations, I would respectfully suggest that he may not be permitted to return to the building.

With perhaps three exceptions, the pensioners are behaving with great propriety, abstaining generally from intoxicating drinks and conducting themselves when out of the building in such a manner as to have attracted the favorable notice of the Citizens.

Wm. A. Phipps

Secretary of the Navy

I have the honor to be &c. &c.
A. W. Foot, Lieut in charge.

Navy Department.

24th December 1842.

Sir,

Your letter of the 19th inst, respecting the conduct of Daniel Knap, is received. You are informed that your course is approved, and the man may be discharged from the Asylum.

I am respectfully,

Your Obedt Servt

A. P. Phipps

Lieut. A. W. Foot

in charge of Naval Asylum

Philadelphia

U. S. Naval Asylum
December 23^d 1842

Sir,

On application from Commr. Bannan of the 2^d May last, the Department authorized the Pensioners to commute the spirit part of their ration at 84 cents, although they were entitled only to half the allowance of spirits which the ration then provided. Under the new law regulating the ration, they are entitled to the same quantity of spirits as they received under the old law, one gill per day, and no change in other respects made in their rations.

The grog money has not yet been paid the pensioners under the new regulated ration, and the quarter when it becomes due expiring with this month, I respectfully ask, if the six cents is to be paid to them as formerly, or, only the two cents, as provided in the present law regulating the ration.

I have the honor to be
Very Respectfully
Your Obedt Servt
A. W. Foot

Lieut. in chg.

Wm. A. P. Upshur
Secretary of the Navy

Navy Department
January 15th 1843

Sir,

Your letter of the 23^d ultimo in relation to the commutation of the spirit ration, is received. I herewith transmit a copy of the law and regulation on the subject, from reference to which you will perceive that the value of the spirit ration is fixed at 14 cents per week.

I am Respectfully,
Your Obedt Servt.
A. P. Upshur

Lieut. A. W. Foot
in charge of the Naval Asylum
Philadelphia

U. S. Naval Asylum
December 24th 1842

Sir,

Patrick Murray, Marine pensioner,
died at 2.6 clock this morning.
At the request of his friends, I have consented to
his remains being deposited in consecrated ground.

I have the honor the honor
to be very Respectfully &c
A. G. Foot
Lieut. in chg

Hon. A. D. Upshur,
Secretary of the Navy,
Washington.

The following letter was sent to William D. C. Austin
Esquire, Chief of Bureau of Med. & Surgery, with the
understanding that it was to be laid before the
Hon. Secretary of the Navy, to aid in his decision
whether the Midshipmen were to go into the North-
-ern or Western part of the building, the Chief
of the Bureau supposing that they might. Lieut
Foot, contending for the reasons assigned in the
letter that it was impracticable.
A copy of the letter was also forwarded to the
Secretary of the Navy by Lieut. Foot.

U. S. Naval Asylum,
December 28th 1842

Sir,

For the Northern half of the building
as an Asylum and Naval School, with Officers,
Servants, &c. I believe that the plan herewith
proposed to be practicable, viz.

1st The pensioners, forty six in number, and
rapidly increasing, to occupy the Corridors and
rooms adjoining in the second & third stories.

2^d The pensioners, to occupy the kitchen and
dining room now used by the Midshipmen.

3^d The Corridor and rooms adjoining in the
lower story to be occupied by the Gunner, Labourers,
Servants &c.

4th The present ventilation system of the Naval
School, to be retained.

5th The remaining rooms, to be occupied as
we proposed.

By this arrangement every prisoner will
have his own room and other comforts calculated
to invite that self respect, which is the best
guarantee for good behavior.

The Midshipmen can board out of the house
without additional expense and be present at
recitation as now, in fact nearly one fourth
of this state now board in the City or near the
Asylum. In this case but one of the four tenants
now employed for them would necessarily be
retained. Fuel, lights and furniture would
be sent to the government.

I feel after one years service and experience
as Executive of the building, in which I have
given all my time and used every means in
my power to elevate the tone of moral feeling,
introducing by this method the only practicable
system of discipline in an establishment with-
out strictly civil, or Military, that the plan here
proposed is alone feasible.

I should deplore the consequences of crowding
one hundred and six persons, exclusive of ~~officers~~
families, into one half of this building, in
which there are but ninety nine habitable
rooms.

I am Sir, Very Respectfully,
Your Obedt Servt
A. G. Fort

William P. C. Barton Esq. Lieut. in charge
Chief of Bureau of Med. & Surgery.

U. S. Naval Asylum
December 28th 1842.

Sir,

Will Lieut Fort be good enough to
inform me, if in the separation of the Asylum
from the Hospital as is now made by order of
the Secretary of the Navy, it is compatible with
the accommodation of prisoners, midshipmen
&c. to give any rooms for the residence of Professor
Meane and family.

I am desirous of obtaining all the necessary
information, to enable me to suggest a plan of
disposition for the Secretary's consideration, of the
inmates which it is necessary to accommodate.

Respectfully,
William P. C. Barton.

Lieut. Fort.
Comdg.

U. S. Naval Asylum
December 30th 1842

Sir,

In reply to your note of this instant, I have to state, that in the northern part of this building, there are no rooms for the accommodation of Professor Meier and his family.

Respectfully
Yours,

A. W. Fort
Lieut in chg.

William P. C. Barton Esq.,
Chief of Bureau of Med. & Surgery.

U. S. Naval Asylum
January 9th 1843.

Sir,

The Rev. Mr. Jones informs me, that there are quite a number of books in the Naval Store at Norfolk, not on the list now furnished to our ships and suffering greatly from the depredations of mice &c.

We are about forming a library for the pensioners. I take the liberty therefore, respectfully to ask the transfer of these books, or any other similarly situated at the different yards, to the Naval Asylum.

I have the honor to be
Very Respectfully
Yours Obedt Servt
A. W. Fort
Lieut in chg.

Wm. A. P. Upshur
Secretary of the Navy.

U. S. Naval Asylum
29th December 1842

Sir,

In reference to the enclosed letter from Purser Pettit, I have seen Mr. Hamilton and ascertained from other sources that similar abatements have been made this season.

In this case it seems expedient to make the the proposed arrangement, otherwise a bill of nearly the amount proposed to be abated may be brought in by him for repairs of the wharf, as well as the term of payment much protracted.

The Ice house has been filled usually out of the "Rent of Wharf funds" and I respectfully suggest that the fifty dollars as proposed may be appropriated for that purpose.

I am Sir, Very Respectfully
Your Obedt. Servt
A. W. Foot
Lieut. in chg.

Wm. A. P. Ripshur
Secretary of the Navy.
Washington.

U. S. Navy Department
5th Jan'y. 1843.

Sir,

Your letter of the 29th ultimo, enclosing a communication from Purser Pettit respecting the Asylum Wharf, is received.

I am willing that the arrangement should be made with Mr. Hamilton, if better terms cannot be had.

The Ice house may be filled as proposed by you.

I am Respectfully,
Your Obedt. Servt
A. P. Ripshur

Lieut. A. W. Foot
in charge of the Naval Asylum

U. S. Naval Asylum
January 17th 1843.

Sir,

George Wilson, prisoner, who was admitted into the Asylum by an order from the Department 10th Oct. 1842 requests permission to leave the building on the receipt of his pension certificate, for which I have written this instant to the Commissioner of Pensions.

Wilson's conduct has been uniformly good since his admission, having now as he believes, acquired sufficient mastery over his appetite to discontinue the use of intoxicating drinks, and his friends offering him a home, induce him to ask his discharge.

Under the circumstances and in pursuance of the practice of giving any leave to return to their friends, or engage in any employment advantageous to them, clothing and ration costing the government more than the amount of the pension, I have acceded to his request, provided it meets the approbation of the Department.

I have the honor to be
Very Respectfully
Yours Obedt. Servt.
A. V. Foot.

Hon. A. P. Upshur,
Secretary of the Navy.

Navy Department,
9th January 1843.

Sir,

Your letter of the 4th inst., informing the Department of the application of George Wilson, for permission to leave the Asylum is received.

You are informed that the course proposed by you in relation to it, is approved.

I am respectfully
Yours Obedt. Servt.
A. P. Upshur

Lieut. A. V. Foot
in charge of Naval Asylum
Philadelphia

Nb. S. Naval Asylum
January 4th 1848.

Sir,

George Wilson, pensioner, wishing to leave the Asylum, at his request I forward the enclosed letter asking for his pension certificate

I am Sir, Very Respectfully,
Your Obedt. Servt

A. V. Foot

Lieut. in chge.

S. L. Edwards, Esq.
Commissioner of Pensions,
Washington.

Pension Office

Washington Jan 7. 6. 48.

Sir,

In answer to your letter of the 4th inst, enclosing one from George Wilson, I have to inform you that his pension certificate cannot be sent him before he is discharged from the Asylum, the date of the discharge will be entered on the certificate by me, and from that date his pension will recommence.

We should inform this Office as to his future place of residence, in order that the proper agent may be notified of his restoration and directed to pay the pension when due.

I am Sir very respectfully,
Your Obedt. Servt
S. L. Edwards.

Lieut. A. V. Foot

in charge of Naval Asylum,
Philadelphia.

U. S. Naval Asylum
January 6th 1843

Sir,

I regret the necessity of asking your attention to a communication detailing so much the condition of the Asylum being aware of the multiplicity of your engagements, also that a plan or system of government for the Institution is now occupying a portion of your time, but our imperative wants in the interior will I trust show that no alternative is left me.

The latter admitting a pensioner into the Asylum direct him to be furnished with suitable clothing and one ration per day. I therefore respectfully request, that for the present my own requisition for articles immediately necessary, may be sufficient to guarantee their payment. This is not the case now for either clothing, or daily supplies and in consequence, the Pioneer ^{disbursing} further advances out of his private funds or extension of his personal credit, as an illustration of the inconvenience arising from the existing state of things, there is a poor woman who daily supplies the pensioner table with milk, and dependant upon its proceeds for support, that has not been paid for the last month, and the bill, necessary to secure the payment to the person who liquidated her claim the two preceding months, are not yet

approved.

approved. The difficulty, however lies not so much in the absolute want of money, as in obtaining the approval of requisitions by some person, which insures the payment ultimately by the government. This established, funds or credit may be readily obtained.

I take the liberty also, of adverting to other matters affecting the condition of the establishment.

On the visit of the Chief of Bureau of Naval and Surgery, as the Department has doubtless been informed, the Southern or Hospital part of the building was not vacated, in consequence of the Midshipmen and family of the Professor of Languages having no room for their accommodation in the Northern or Asylum part of the house. In reply to a note from the Chief of Bureau, I informed him that there were no rooms in the Asylum part of the building for the Professor's family, in which, he fully concurred, and for the reasons contained in the original of the enclosed letter to the Chief of Bureau, it was deemed impracticable to vacate, until the report of Bureau and Mr. Stickland the Architect, with ~~the~~ enclosed letter, should be submitted to the Department.

Many of the pensioners have voluntarily relinquished the use of all intoxicating drinks and the remainder have been induced to commute the spirit part of their ration with the view of promoting order and discipline in the building and the best interests of the men themselves. To this, with other means of a moral kind may be ascribed the improved condition of the pensioners, which induced an Officer of the British Army

Army, not long since to express his surprise at the
appearance of all connected with the establishment,
stating that their efforts had failed in accom-
plishing as much in the Greenwich Hospital.
I hope therefore that as soon as may appear prac-
ticable to the Department, an order may be
given for the payment of their gross money
for the quarter ending the 31st ultimo. I have sub-
mitted in a former letter, whether the six cents, as
under the application of Common's Bazaar of 2^d May
1842, is to be paid, or two cents per diem, as pro-
vided in the present law regulating the Navy.
ration, I would respectfully add in reference, that
shaver hats, towels, needles, thread &c. are not
furnished the prisoners, they purchasing them
and fitting up their rooms with the proceeds
of their gross, and having no other pocket money,
it would be very acceptable to those having the
six cents continued, if consistent with the views
of the Department.

I hope that the peculiar position in which
circumstances have placed me, will be deemed
a sufficient apology for this protracted commu-
nication, which has not been made in con-
sequence of any derangement in the building
or the least dissatisfaction among its inmates,
but to prevent the incidental embarrassments,
with the hope that such a correction, as the
better judgment of the Department may
devise, shall soon be applied.

Corn. A. D. Upshur
Secretary of the Navy.

I have the honor to be,
Your Obedt Servt
A. V. Soot
2^d in chgr.

Navy Department
January 12th 1843

Sir,

I have received your letter of the 6th inst.
with its enclosure, suggesting some modifications
in the arrangement of the rooms in the Naval
Asylum.

Upon the return of Lt. Barton will
take the subject into consideration.

I am respectfully,
Your Obedt Servt
A. D. Upshur.

Lieut. A. V. Soot
in charge of Naval Asylum,
Philadelphia.

A communication from the Secretary
of the Navy, enclosing the Detachment of Pass
Ticket from the Asylum with orders to the
U. S. Brig Porpoise at New York, was this
day received.

A. W. Foot.

Lieut. in charge.

Naval Asylum
Jan'y 6th 1848.

U. S. Naval Asylum.
January 19th 1848.

Sir,

I have received from the Department
a warrant and letter accompanying, for Mid-
ship^{man} Henry Harrison.

Midship^{man} Harrison has not yet reported
himself as having permission to attend the
Naval School.

I have the honor to be
Very Respectfully
Yours Obedt. Servt.
A. W. Foot.

Lieut. in charge.

Wm. A. Phelps.
Secretary of the Navy.

Navy Department
Bureau of Med. & Surgery
Washington Jan'y 11, 43

Sir,

Will you be good enough to oblige me by a quick answer to the following questions.

The Committee of Ways and Means awaiting report.
What is the amount of bills not yet sent from your hands, for expenses of the Hospital under the appropriation "Medicines" or expected to be paid out of the Hospital fund?

Please give me a statement under your hand, of the annual amount of Wharfage, and the gross or net proceeds, that I may make some good appearance in a Report of netlay by showing some income.

Respectfully,
Yours obedt. Servt.
William P. B. Barton

Lieut. Fort, Comdg.
in charge of Hospital

U. S. Naval Hospital
11th January 1843

Sir,

The estimated amount of articles under the appropriation "Medicines" and Hospital fund, is, eight hundred and seventy seven dolls. This includes the last month of Commodore Barron's administration and continues to the 31st ultimo.

I have been obliged to refer to the Reviewer who, has not received all the bills, and some already received are not yet thrown into form, hence there may be some little difference from the amount here given when the accounts are settled.

The "Rent of Wharf" is nearly five hundred dolls. formerly it was eight hundred, but the prostration of business on the Schuykill, and reduced rents in the vicinity, have brought it down, with the approval of the Secretary of the Navy, to five hundred dolls annually.

The gross was sold last year for one hundred dolls. previously it had not been sold for more than fifty or sixty dolls. It ought not to be estimated at more than seventy five dolls, annually, but of this, we pay the pensioners Barber, Two gates, and two door keepers. Probably the same amount of money does not, in any other instance, secure the services of so many persons to the government.

I am Sir, Respectfully,
William P. B. Barton Esq.
Chief of Bureau of Med. & Surgery.
A. C. Fort,
Lieut. in charge.

U. S. Naval Asylum
January 5th 1848.

To the Midshipmen of the Naval School.

The "Leave of Absence" has expired.

The Officer of the day will at 9 O'clock as formerly, leave his name in the office of the Comd'g and Executive Officer. He will be considered as on duty during the twenty four hours supervision, the School Department in all its ramifications. He will be held responsible "after hours" for all that disturbs the quiet of the buildings, and every infringement of the "Rules & Regulations".

While this date of Midshipmen has been represented in laudatory terms to the Vice Secretary of the Navy, the injury done to a new expensive stove, and a set of chairs procured through the liberality and kindness of the late Governor, is much regretted. The Carpenter has been ordered upon the Log as "repairing Chairs broken by the Midshipmen of the Naval School." A recurrence of injury to the public property, will speedily be reported to the Secretary of the Navy, who, in assigning other places afloat and on shore to the different Branches, retains the charge of this Institution himself, and will therefore be informed of the police and character

of the building and its inmates, not being disposed to reiterate the order long since given by the Navy Department, and repeated verbally by the late Governor of the Asylum, which by implication remains in full force, I would suggest to those gentlemen whose tags lead them to adopt the Moustache, that the Majority of the Members of the Board of Examiners are resident in the City, some of whom are known to look upon this practice, under existing circumstances, in such a light as may prove detrimental to the professional advancement of those to whom this reference is applicable.

A. H. Foot,
Lieut in charge.

U. S. Naval Asylum
January 5th 1848.

U. S. Naval Hospital.
Phil^a Jan^y 2th 1848.

Sir,

Several of the Midshipmen attached to the Naval School in the Asylum, have complained to me of ill health.

I have examined the apartments in the basement story of the building, and find them cold, damp, and uncomfortable and not suitable either for Invalids or those in health.

I am respectfully,
Lieut. A. H. Foot,
in charge of Asylum.

Yours Obedt Servt.
Jasⁿ B. Barrington,
Surgeon.

Navy Department
Washington Jan 7, 1843

Sir,

The enclosed letter from Messrs Perkins and Reeves in relation to their claim for \$35. for a set of Mechanical powers, furnished to the Naval Asylum, is referred to you for a Report.

I am Respectfully,
Yours Obedt Servt
A. P. Upshur.

Lieut. A. W. Foot.
in charge of Naval Asylum
Philadelphia

26, S. Naval Asylum
19th January 1843.

Sir,

Your communication of the 18th inst. enclosing a letter from Messrs Perkins & Reeves in relation to their ^{claim} for \$35. with directions to report thereon, has been received.

The Apparatus was ordered by Catalogue, that is, the particular set required was pointed out upon a Catalogue of different apparatuses, the price \$35. being marked against it.

The apparatus in question, is considered by the Professor of Mathematics as well adapted to the purposes of illustration although by no means complete. The Professor would have made constant use of it in lecturing upon Mechanics, had not Commodore Buxton furnished one on a much larger scale, the blocks being of iron. Inclined plane, Lever, Screw, &c. in preparation, which he considered better for practical illustration to Midshipmen.

The set procured from Messrs Perkins & Reeves, was repacked in the expectation of returning it, but still remains in the Asylum.

I regard the claim as just.

I have the honor to be
Very Respectfully
Yours Obedt Servt
A. W. Foot

Wm. A. P. Upshur
Secretary of the Navy.

Lieut. in chg.

U. S. Naval Asylum
Jan'y 24th 1843.

Sir,

John McKinstry, to whom you gave a letter 6th Oct. 1842, to Commodore Read, stating that he had been a Disaster gunner on board the U. S. Ship Triton and returned to U. S. as an invalid, &c. has applied to me for permission to enter the Asylum as a pensioner, but the Comdg. Officer having no authority to admit any person unless per order of the Navy Department, and the person in this instance, having received such a testimonial from myself as proves him to be fully entitled to the benefits of this establishment, I take the liberty to enclose an application with the request that it may be given to The Honble Secretary of The Navy.

I am Sir, Very Respectfully,
Yours Obedt. Servt.
A. W. Fort.
Lieut. in charge.

Lewis Warrington Esq.
Chief of Bureau of Yards & Docks.
Washington.

This application has been successful. Feb. 2^d 1843.
A. W. F.

U. S. Naval Asylum
January 27th 1843.

Sir,

Commodore Biddle informs me that John McKinstry, who, in the enclosed letter makes application for admission into the Asylum, has sailed with him and is destitute. From other sources, I am induced to believe that he has been twenty years in the Service.

Under these circumstances, I have given John McKinstry permission to remain in the building until the pleasure of the Department is known.

I have the honor to be
Very Respectfully, Yours Obedt.
A. W. Fort.
Lieut. in charge.

Wm. A. D. Upshur.
Secretary of the Navy.

This application has been successful. Feb. 2^d 1843.
A. W. F.

U. S. Naval Asylum
January 27th 1848

Sir,

At the request of Purser Etting, I forward the enclosed communication to the Department.

I respectfully suggest that some order be taken on the bills for expenses of the house for the last three months. The payment for many of these bills have from time to time been promised to those who are materially dependant upon it.

I have the honor to be
Very Respectfully,
Your Obedt. Servt.
A. W. Foot.
Quick in copy.

Wm. A. P. Upshur
Secretary of the Navy.

U. S. Naval Asylum
January 27th 1848

Sir,

I enclose a letter addressed to myself by the Hospital Surgeon, in relation to the apartments occupied by the Midshipmen.

Under the present arrangement there is no room in the Asylum Department for the Midshipmen, I therefore respectfully request that they may be permitted to live out of the building, attending their daily visitation here.

I have the honor to be,
Very Respectfully,
Your Obedt. Servt.
A. W. Foot.
Quick in copy.

Wm. A. P. Upshur
Secretary of the Navy.

Navy Department
Washington, February 12 1848

Sir,

You will make the following
arrangement of the rooms in the Asylum.
Referring to a plan of part of the building
which you will receive herewith, you will assign
the rooms in the basement story heretofore
used as sleeping rooms for Midshipmen, to the
servants, laborers &c. so far as their uses may
require them.

In the story next above, the rooms
numbered from 11 to 33 both inclusive, are
to be assigned to the Midshipmen as sleeping
rooms. Nos. 9, 8, 10, will be used as their sitting
rooms with fidelity to convert one of them
into a chamber if necessary.

In the next story Nos. 42 to 58, and 73
to 80, inclusive are to be assigned to pensioners
as sleeping rooms and No 43, as their sitting
room.

The remaining rooms will hereafter
be appropriated.

I am, Respectfully,
Yours Obedt Servt
A. P. Upshur.

Lieut. A. H. Foot
in charge of Naval Asylum
Philadelphia

U. S. Naval Asylum
February 3^d 1848.

Sir,

Your letter of the 1st inst, in relation to the
rooms of the Asylum, has been received, but not
the plan of the building to which I am referred.

I have executed the order so far as assigning
the rooms to the pensioners, as prescribed, most
of whom are now taking possession. In the two largest
of these rooms four persons, in each, have been put.
In one of the smaller rooms 7, by 10 ft. two are
accommodated. The remaining rooms of this size
are each occupied by one pensioner. The sitting room
which I presume to be No 43, is appropriated to that
purpose as directed.

To remove the pensioners and prepare the
rooms next above the basement ^{for the Midshipmen} Sunday intervening,
and to have those they vacate ready for the reception
of the servants, laborers &c. will probably require
until the 7th inst.

I have the honor to be
Very Respectfully,
Yours Obedt Servt
A. H. Foot.
Lieut in charge

Wm. A. P. Upshur
Secretary of the Navy.

U. S. Naval Asylum
February 4th 1848

Sir,

There are none of the thirty-two Midshipmen attached to the Naval School boarding in the City and near the Asylum; a number of them have had permission to leave the building at the suggestion of the Surgeon in consequence of their health. The remainder obtained leave previously to my having charge, except one, to whom I gave permission at the request of his friends. These are required to be present with the rest of the date during recitation hours.

The Gunner has for several years boarded the Midshipmen at \$14. per month, Washing, including, a cook at \$12. per month and one ration has been provided by the government for the Mess. The Cook rated by order of Commr. Bacon, has left the building and the Gunner has applied to me for permission to employ another with a similar rate on the Purser's books, but not considering myself authorized to grant the application, I respectfully submit it to the Department for instructions.

Wm. A. Phipps
Secretary of the Navy,
Washington

I have the honor to be
Your Obedt Servt
A. V. Foot
Lieut. in chg.

Navy Department,
Washington 11th Feb, 1848

Sir,

You will receive herewith 50 copies of the Navy Register for the year 1848, intended for yourself and the commissioned and warrant officers under your command. I request that you will be particular and see that every officer is supplied with a copy.

I am respectfully,
Your Obedt Servt,
A. J. Upshur,

Lieut. A. V. Foot
in charge of Naval Asylum,
Philadelphia.

U. S. Naval Asylum
February 5th 1843.

Sir,

The plan of part of the building to which I was referred in your letter of the 1st inst. is received. Previously, the pensioners were moved as indicated by the plan with some slight variations, which will be corrected and other persons in the Asylum will occupy the rooms assigned them by the 10th instant.

In consequence of an order from the Chief of the Medical Bureau to the Hospital Surgeon to vacate the room in that department which has been used as a Chapel, I have had the Pulpit put into the room used for recitations.

I have the honor to be
Yours Obedt Servt.
A. W. Foot.
Lieut in chgr.

Hon. A. P. Upshur,
Secretary of the Navy.

U. S. Naval Asylum
February 5th 1843

Sir,

I forward the enclosed communication from Professor Chauncet to the Department.

I am Sir Very Respectfully,
Yours Obedt Servt.

A. W. Foot.
Lieut in chgr.

Hon. A. P. Upshur,
Secretary of the Navy.

Mr. Foot will report to me his opinion of the
present claims of Mr. Daniel Wleip to be restored
to the Asylum.

A. P. Upshur.

The above note was received from the Secretary
of the Navy 8th February, without date.

A. P. U.

U. S. Naval Asylum,

February 8th 1843.

Sir,

I have the honor to report in case of Daniel
Wleip, that having suffered the penalty for his
misconduct, and the discipline of the house vindicated,
it is my opinion that his readmission will be
followed by better conduct.

I am Sir very respectfully

Your Obedt. Servt.

A. H. Foot.

Lieut in Chg.

Hon. A. P. Upshur,

Secretary of the Navy.

Naval Department
14th February 1843.

Sir,

Agreeably to the recommendation
contained in your letter of the 8th inst. you are
authorized to readmit Daniel Kilep into the
Naval Asylum.

I am respectfully,
Yours Obedt. Servt.
A. P. Repshire.

Lieut. A. W. Foot.
in charge of the Naval Asylum.

26, S. Naval Asylum.
February 8th 1843.

Sir,

A number of the Midshipmen attached
to the Naval School, have several times applied
to me for permission to board out of the building
for the purpose of pursuing their studies more
advantageously, - for want of accommodations
in the Wing assigned them, and not being
satisfied with the arrangements for their board
in the Asylum.

A request was made of me to day, to
forward an application to this effect, but at my
suggestion, they prefer that I shall acquaint the
Department with their wishes and ascertain if
others, beside those in delicate health, may be per-
mitted to live in the City or near the Asylum.

I have the honor to be,
Very respectfully,
Yours Obedt. Servt.
A. W. Foot.
Lieut in charge.

Hon. A. P. Repshire.
Secretary of the Navy.

Navy Department
February 15th 1843

Sir,

Your letter of the 8th inst. in which you make an enquiry in regard to the wishes of some of the Midshipmen to board out of the Asylum, has been received.

The change in the apartments allotted to the Midshipmen was made with special reference to their accommodation. Why is it insufficient? If they can be properly accommodated in the Asylum they must remain in it. I entirely disapprove of their living out when it can be avoided.

I desire a Report, of the number of rooms assigned to the Hospital and the average number of patients. Also what portion of the Hospital can be spared to the Seamen.

I am Respectfully
Yours,
A. S. Phelps

Lieut. A. W. Foot
in charge of Naval Asylum

U. S. Naval Asylum
February 16th 1843.

Sir,

Your letter of the 15th inst. in relation to the Midshipmen boarding out of the Asylum. Also the number of rooms assigned to the Hospital that can be spared to the Seamen, is received.

The apartments recently assigned the Midshipmen, with the use of their recitation room as a study out of school hours, will be amply sufficient for their accommodation as there are twenty three rooms beside one of the sitting rooms, which will properly accommodate all except those living in town for the reasons explained in my letter of the 8th instant.

The information required in reference to the Hospital will be furnished as soon as possible.

I believe that the applications made to me by the Midshipmen for permission to board out of the building have arisen

- 1st From such permission having in some instances been given previous to my being in charge.
- 2^d Their not knowing the objections of the Department.
- 3^d Their having occupied additional rooms to those in the basement prior to their removal into the Asylum being as per order of the Department of the 1st inst. which comparatively crowded and led them to fancy that they could not successfully pursue their studies.

4th The reports here and in town that they wanted the rooms which the pensioners occupied. Some few also, who perhaps were not fully satisfied with their Map arrangements.

The conduct of the Midshipmen generally, in the building and when in the city is creditable to them. A proper degree of indulgence, - kindly checking those little outbreaks incident to their age, - promptly reporting to you may act unbecomingly the officer and gentleman, will I trust, lead them to complete their course of study here, satisfactorily to the Department and creditably to themselves.

I have the honor to be
Very Respectfully
Yours Obedt Servt
A. G. Foot
Lieut in chg.

Wm. A. P. Ripshew
Secretary of the Navy.

U. S. Naval Asylum
February 15th 1843

Sir,

In relation to the number of rooms assigned to the Hospital and the number of patients, also what portion of the Hospital can be spared to the Seamen, by the directions of the Department I respectfully report.

The Southern half of the building is assigned to the Hospital, although the upper story and the Medical examination room are alone occupied by its inmates. The kitchen and dining room of the basement, corresponding to those used by the Midshipmen in the Asylum are still retained by the pensioners.

The average number of patients in the Hospital during the year 1842 including those from the Navy Yard, except a few cases of small pox refused admission by the Surgeon, was 828. There are at present ten persons on the sick list most of whom however are not under medical treatment, seven of the number (pensioners) being in attendance yesterday at the funeral of the late Commodore Hull.

I am of the opinion that the story of the principal story of the Hospital can be spared to the Seamen, as the number of sick never has been and probably will not be sufficient to occupy more than the upper story, the wing of which

which is being converted into wards.

There will then remain for the use of the Hospital - The wing of the upper story containing twenty five available rooms being converted into wards as incidentally mentioned above. The fourteen rooms in the same story of 7 by 10 ft. in the South Western Ward of the main building.

The basement being containing twenty six rooms, formerly occupied by the gunner, laborers, servants, &c. making fifty five rooms, beside the Surgeon and Assistant Surgeons apartments, a Dispensary and store rooms.

In reply to "What portion of the Hospital can be spared to the Seamen" I would respectfully express the opinion that all the Hospital except the upper story, containing forty rooms, might without detriment to the sick be appropriated to the Seamen when wanted, although the wing of the principal story now reoccupied, would in addition to the apartments apportioned them, comfortably accommodate the pensioners in the building.

I avail myself of this occasion to state that we have no room except the one used for visitations, in which Divine service can be performed. In this, the tables and other appropriate furniture of a school room for so many persons prevent it being used as frequently and associated with those feelings desirable in a place of worship. The room corresponding to this in the Hospital is now used by the Board of Medical Examiners. The Board of Captains for the examination of Midshipmen sit in the office

of the Commanding Officer, and I would respectfully suggest that in order to secure the benefits which may be derived from a room appropriated exclusively as a Chapel, the Medical Board in future, (after the present Board shall have finished its sessions) may use in their examinations the Surgeon's Office, corresponding to that of the Comdy Officer, and the room which the Medical Board now occupy may be assigned as a chapel until some other arrangement is made by the Department.

I have the honor to be
Very Respectfully Sir,
Your Obedt Servt.
A. G. Fort.
Lieut. in charge.

Hon. A. D. Ripsham,
Secretary of the Navy.

U. S. Naval Asylum
February 10th 1843.

Sir,

I have received and given to Gunnar
Benthall his orders, detaching him from the
Asylum and to report for duty on board the U.
S. Ship of War St. Louis at Norfolk.

I have the honor to be
your Obedt. Servt.
A. U. Fort.
Lieut. in charge.

Wm. A. P. Ripshew,
Secretary of the Navy.

Order.

The Midshipmen attached to the Naval
School, will attend the funeral of the late
Commodore Bell.

Full dress will be worn by those who
have it. Others will appear in uniforms.

The Officer of the day will inform all the
Midshipmen of this order, and report to me
in writing any not prepared to attend the
funeral.

The Officers and pensioners of the Asylum
will leave the building at 10 A. M. the pensioners
preceding in the procession.

A. U. Fort.
Comdg. Officer.

Naval Asylum
February 14th 1843.

Philadelphia Navy Yard
February 14th 1848.

Dear Sir,

We are desirous of making as great
a "turn out" to morrow at the funeral as possible.
All Officers, in compliance with the order of
the Senior Captain in the Navy, will appear
in full dress, as many of your Officers may not
have full dress, they could obtain a Chaplain
from the Hatter's, for the occasion.

It is Commodore Bancroft's wish that the
prisoners should be there in their uniform.
Will you please direct the Officer who will have
them in charge to report to Commander
McKean, who has the directions of the day.

Very respectfully,
J. Engle,
Commander.

Lieut. A. H. Foot,
Comdg. Naval Asylum.

U. S. Naval Asylum
February 6th 1848.

Sir,

Enclosed is a communication from
Professor Chauncey.

I am Sir, Respectfully,
Your Obedt. Servt.,
A. H. Foot,
Lieut in chg.

Wm. A. Phipps,
Secretary of the Navy.

U. S. Naval Asylum
February 16th 1848.

Sir,

In justice to this house, and to the service, I consider it my duty to make the following report.

Midshipman Rott A. Knapp of the Naval School, came into the building "after hours" on the night of the 15th inst, in a state of violent intoxication.

I have directed that Midshipman Knapp, confine himself to the Asylum premises until the pleasure of the Department shall be known.

Enclosed is a communication from Midshipman Knapp in reference to this report.

I have the honor to be
Yours Obedt. Servt.
A. U. Foot.
Lieut. in charge

Wm. A. P. Upshur,
Secretary of the Navy.

U. S. Naval Asylum
February 16th 1848.

Sir,

As Lieut. Foot has been obliged in the performance of his duty, to report me to the Department for being on the evening of the 15th under the influence of liquor, I will vindicate myself as far as possible by saying in the first place, that since I have been attached to the Asylum under Lieut. Foot's command, my character has been good as he can state; and secondly, that owing to my long sickness and took the small quantity that I drank affected me.

I am Sir, Very Respectfully
R. A. Knapp,
Midshipman

Wm. A. P. Upshur,
Secretary of the Navy.

Since I have had charge of the Asylum, except in this instance, the conduct of Midshipman Knapp has been correct.

A. U. Foot.

Navy Department,
11th February 1843.

Sir,

The enclosed letter from the Pensioners
at the Naval Asylum, is referred to you for a
Report.

I am Respectfully,
Yours Obedt. Servt.
A. P. Upshur.

Lieut. A. W. Foot,
in charge of Naval Asylum.

The humble petition of the pensioners
at the Naval Asylum, to the Hon. Secretary
of the Navy.

Sir,

We humbly ask leave to
make known to you our trouble, and hope you
will be pleased to see us righted and hope you will
excuse us, It is because we have faithfully served
our Country that we have been admitted here,
to this place, which we hear was built out of
the 20 cents a month we have all had deducted
from our wages by the Doctors, we all looked
ahead when we should grow old, to be entitled
to move our shattered hulks in this snug harbor,
to be ready to answer the last signal from him
who commands the world; we determined to
behave like men and to please our Commander
and hope we have done so. The gallant Commodore
Biddle was our first Governor, a brave man,
like him knew what old sailors wanted.
He indulged the good men and brought the
bad men into good order, and when he left
us, we all to a man wished he had been left
alone, The proper rooms were allotted to him
to us, and the Officers treated us like men,
when he went away Commodore Bannan came,
who commanded us as an old Commodore
ought to command old Seamen like himself.
He was ready to listen to us and to see our wants
supplied.

supplied, and may God bless him, and
Bridle too, for both were the old sailors friend,
which we put in the newspapers, which you
have read. When Commodore Barron left
us, He left Lieut. Fort, to command, he has
done as done as a great deal of good in making
us all sober men. We once thought that old
sailors could not do without grog. Now there
is not a man in the house that dares
his grog, and we feel like human beings and
hate the sin of getting drunk. We now under-
stand the word of God as it is wrote in the
Bible, with which we are supplied, and hope
our latter days will be better than our former
lives have been. As old men, we wanted and
had quiet, peace of mind and body, but all
this is put a stop to. The house is divided into
two, the Doctors have taken one half of it and
without any use for it, as there are but 4 or 5
sick, and in the penitents a large number
are put into the other side, up a high stairs
three stories from the ground, upwards of 100
people stowed on one side of the building,
Some are lame from wounds, some are lame
and weak from sickness, such as Rheumatism,
and some of us are obliged to get the others
to help us to get up the steps, our little rooms
which we fitted out as we liked with our
grog money which we stopped, are taken
away, and as there are not enough rooms as
many as 4 of us have to sleep in one of the
rooms at the end. It is large enough for beds, but
we are not quiet as we used to be, and have

Last

lost our pride, in not being private by ourselves.
In the summer time it is impossible to sleep
so many in one room. It is for this cause
that we petition your Honor and humbly
pray that you, as the sworn out sailors friend
and protector, will have our rights protected,
and that you will give orders to let us have our
small cells on the second story again. We must
not forget to tell your Honor, that if persons
have the use of but one necessary, and that with
but one seat, with so many troubles, most of us
must go to the Philadelphia Almshouse to be
paupers, who are better lodged than we are now.
We want to live the short time we are in the
world in peace and quiet. But if our prayer
is not granted we have made up our minds
not to stay here, although the building was
put up with our own money, 20 cents a month.
We have served our Country the full time which
gives us a right to the asylum according to
law, and which we had until Doctor Barton
altered it. None of us have been on board ship
with Doctor Barton, and we see by the newspapers
he has not been to sea for so many years that
he does not know what things a sailor wants.
But we have now told you in what we pray
for, and we hope you will be pleased to
grant it to your petitioners.

N. B. In Perry's action, George Adams and Sick
Smith, pulled one the bow and the other the
stake bar in Perry's boat, when they left the St
Lawrence on Lake Erie during the action, and

old

old Mr. Johnson (pensioner) was with John Paul Jones when he took the Serapis with the Bonhomme Richard, besides the standing part of the pensioners was in all our glorious victories under Hull, Stewart, Biddle, Bainbridge, Jones, Warrington, and Lawrence.

Signed,

John Doopenden

Miriam Morris

Daniel Conway

John Murphy

John Ward

Joseph Dahymple

Philip Lyaba

Francis Elliott

Wm Adams

Thomas Johnson

Elias Houghes

Rudolph Bernard

James Beans

John Donahoe

Joseph Goodwin

Andrew Williams

John Keiser

Davidge Ridgely

Robert Fisher

George Schuyler

Enoch Ballinger

Robert Johnson

Weygh Scott

Edward Barker

John Connor

Charles Wood

George Adams

John Smith 1st

Francis Murray

John White

David Brevor

Antonio Harman

Philip Smith

Wm Wilkinson

John Fisher

Standish P. Edwards

John Francis

John Boyler

Edward Keys

John Wilson

John M. Calla

John Price

John Smith 2^d

43. Signatures

48. Pensioners in the building, 2 in the Cells.

2. Sick

1. lately admitted.

A copy of the pensioners letter, was enclosed by them in the following letter to the Hon. John Quincy Adams M. C.
The Pensioners letter to the Secretary only, was referred for a Report. A. D. C.

Naval Asylum Phila

February 1st 1843.

Hon. J. Q. Adams Member of Congress

Hon. Sir

We the old Navy pensioners by your Honor will be pleased in your goodness, to bring up this petition we are making to Mr. Upshur, in Congress, if your Honor thinks it right as you know best, we send you a copy of it that you may know all about it.

We write to you Sir, because like most of us you are an old man and can feel for the old men, and know you will take our troubles in hand and see us righted, and because you were the President of the Society when the Navy and the Sailors even thought something of by civilians, and because you know all these rights, Black or white, and because you know the Asylum was mostly built out of our 20 cents a month. It is now taken from us by Doctor Barton for no use as there is not one sick man to put in 6 small rooms - and he has taken away a half of it and crowded us up in a trap on the other side like sheep, and your petitioners could ever pray.

Signed by all those who subscribed the petition to the Secretary of the navy.

U. S. Naval Asylum
February 14, 1843

Sir,

Your communication of the 11th inst., enclosing a copy of a letter from the pensioners, with directions to report thereon, has been received.

As regards the signatures I have ascertained that they were affixed personally or by authority of those whose names (connected) are annexed in the enclosed copy. The subject matter of the letter contains some misrepresentations which I will here point out.

The average number on the sick list since the 1st inst., has been eight, instead of four or five, as stated in the letter, three of these however are not under medical treatment having been induced by myself to go into the Hospital with the view of rendering them more comfortable in their advanced age and infirmities. The idea also is conveyed that the number of inmates of the Hospital is less than in reality. There are twelve persons in that department, including Medical Officers, Nurses and those on the sick list.

Previously to receiving the plan of part of the building as stated in my letter of the 3rd inst., there were four pensioners put in each of the two large rooms Nos 41 & 42, subsequently these were all removed from No 41, as it was not adapted

the plan as a sleeping room. One person also was taken from No 42, who with the occupants of No 44 were put, one, in each of the rooms marked 8 & 9, 10, which were previously occupied by one person, hence there are not four persons in one of the rooms at the end, as stated in the letter. There are nine rooms of 7 ft 8 in. by 10 ft 3 in., although marked in the plan as being 8 ft. by 10 in. which are eighteen persons, and one large room in which are three persons. In these, there is not sufficient space for the accommodations necessary for the proper accommodation of the pensioners.

The representation of the state of the privy, is substantially correct.

Of the justice of their complaint of the inconvenience and difficulty in consequence of age and infirmities in occupying a floor in the upper story of the building, you are the best judge.

I believe that the misrepresentations in the letter relating immediately to the building, are here pointed out, by the correctness and propriety of the views expressed on other topics. I presume that it is not expected of me to speak, nevertheless, I think it is unjust to the pensioners did I not inform you, that I perceive with regret a material change in the spirit and in the pride of the men arising in the different points of complaint made to you by themselves.

I have uniformly impressed upon the minds of the pensioners the importance of temperate habits and strict compliance with the regulations of the house, at the same time adopting your views as expressed in a letter to the

forenoon

Governor of the Asylum 1st Oct 1842. "pursuing
the most feeling course towards them in
the decline of life who have devoted their
best years to the service of their Country."

I have the honor to be
Very Respectfully Sir,
Yours Obedt Servt.
A. V. Fort
Lieut in charge.

Wm. A. P. Ripshur,
Secretary of the Navy,
Washington.

Navy Department.
18th February 1843.

Sir.

Your letter of the 14th inst, in relation
to the condition of the pensioners at the Naval
Asylum, has been received.

I wish you to inform me what position
in the Hospital I can assign the pensioners
so as to increase their comforts.

I have not the plan of the building, if you
have it you will forward it with your reply.

I am Respectfully,
Yours Obedt Servt.
A. P. Ripshur.

Lieut. A. V. Fort
in charge of Naval Asylum.

U. S. Naval Asylum
February 20th 1843.

Sir,

Your letter of the 17th inst. in reference to the rooms in the Hospital which you wish to assign the pensioners, has been received.

The principal story of the Southern wing of the building is now occupied, which would render very comfortable the oldest, best behaved, and most infirm of the pensioners.

Mr. Stickland, the architect, has the plans of the building, I have communicated to him your directions to have it forwarded to the Department.

I have then honor to be
Your Obedt Servt
A. W. Post
Lieut in charge

Wm. A. P. Upshur
Secretary of the Navy.

U. S. Naval Asylum
February 21st 1843.
Wm. A. P. Upshur
Secretary of the Navy.

Under authority given me by the Navy Department to provide the pensioners in this Institution with suitable clothing &c. I have requested the Purser to have procured such articles as are necessary for their health and comfort. Some of the articles required have already been furnished having been made and selected with care and economy. I respectfully request to be informed, whether you deem my approval to the bills sufficient to warrant the payment of them from the proper appropriation or if you will require that they shall be sent to you for your approval.

I am Sir very respectfully
Your Obedt Servt
A. W. Post
Lieut in charge.

The letter referred to in the following communication was an application informally sent to the Department by Mrs Benthall and by the Secretary of the Navy referred to Lieut. Foot, for a Report.

U. S. Naval Asylum
February 17th 1843.

Sir,

I have received a letter addressed to the Department by Elizabeth Benthall, requesting to be continued as the Mop woman for the Midshipmen.

Mrs Benthall is the Wife of the Gunner who has recently been detached from the Asylum and is a very suitable person for the place she holds. She requested me to permit her to remain as requested in her letter. I informed her that she might do so for the present, but advised that the Department in the multiplicity of its business should not be troubled with the matter.

If it meets the approbation of the Department, I can satisfactorily arrange the Mopping of the Midshipmen, continuing Mrs Benthall as Mop woman for the present.

I am of opinion that no person should be appointed permanently nor except with the understanding that they are under the direction and control of the Officer in Charge.

I have the honor to be
Your Obedt Servt

Hon. A. D. Upshur
Secy of the Navy.

A. W. Foot
In charge

Navy Department.
February 21st 1843.

Sir,

Your letter of the 17th inst, enclosing the letter from Mrs Benthall, in relation to Mopping the Midshipmen at the Naval Asylum, has been received.

You will adopt whatever course you think best in regard to the matter.

I am respectfully
Your Obedt Servt
A. D. Upshur.

Lieut. A. W. Foot.
in charge of Naval Asylum.

February 23^d 1843. Commander William
W. McKean assumed the command of the
Asylum, by an order from the Navy Dept.
with the title of Governor.

U. S. Naval Asylum,
March 10th 1843.

Sir,

I respectfully request to be de-
tached from the Asylum.

Having applied for the New York Rendezvous
(in which service I have never been engaged)
previously to receiving orders to the Asylum,
I request orders to that Rendezvous, whenever
a vacancy shall occur. In the mean time
ask the indulgence of "leave of absence."

I am Sir, very respectfully
Your Obedt. Servt.
A. W. Fook
Lieut.

Wm. A. P. Upshur,
Secretary of the Navy.

The following letter, referring to the preceding
correspondence, is inserted here.

Navy Department
March 8th 1843.

Sir,

I have received your letter of the 2nd
inst. in relation to the affairs of the Naval
Asylum, and have given to the subject as
much consideration as the pressure of business
upon me will allow.

For the present, and until further
orders, you will regulate the police, and
meanwhile prepare a system of Rules, to be
submitted to me; the life pensioners may
be allowed twenty five cents per week, in lieu
of grog money, and reasonable supplies of
buttons, needles, thread &c. may be provided
for their use.

The Pensioners may occupy the spare
rooms of the Hospital, until further orders,
giving to the derelict, rooms on the first floor,
so that each pensioner may have a separate
room, and moving only so many as will
leave a room for each.

The cooking apparatus in the Midshipmen's
kitchen may be substituted by others of more
recent invention & requiring less fuel.

All bills must be sent to the Bureau of
Med. & Surgery for approval before they are paid.

I am, respectfully,
Comd. W. W. McKean,
Governor of Naval Asylum Phila.

A. P. Upshur.

U. S. Naval Asylum
March 6th 1843.

Sir,

In a letter from you of Jan^y 26th in relation to George Wilson prisoner requiring the date of his discharge and his place of residence. I inform you that he was discharged from the Asylum 5th Jan^y 1843. and his residence is No 62. Penn Street. Philadelphia.

I should have written previously had not the absence of Wilson prevented me from ascertaining his residence.

I am Sir Very Respectfully
Yours Obedt. Servt.
A. W. Fosh.

S. L. Edwards, Esq.
Comptroller of Penitents.
Washington.

U. S. Naval Asylum
March 15th 1843.

Sir,

In the absence of Commander M. Hearn, I made the following Report.

David George Ridgely, who was readmitted to the Asylum Feb. 11th 1842, was seen drunk and riotous for several weeks. After being confined in the Cells his liberty was stopped by order of Comd^r M. Hearn, with directions, in case he should leave the building not to permit him to return without permission from the Department.

Ridgely left the building this day against orders, when I directed that he should not be permitted to return. He afterwards succeeded in getting into the house, on informing him that he no longer would be permitted to remain, he threatened to strike and to stab the Officer in charge. He was immediately turned out of the gate.

I respectfully suggest for the benefit of the house, that Ridgely may not be permitted to return to the Asylum.

I have the honor to be
Very Respectfully
Yours Obedt. Servt.
A. W. Fosh.

Wm. A. D. Stephens
Secretary of the Navy.

Lieut. in charge

David George Ridgely was expelled March 20th, by order of Genl. Hearn
A. W. Fosh.

U. S. Naval Asylum
March 15th 1848.

Sir,

It becomes my duty to make the following report.

Early in the morning of this instant, I was informed by John Salmon, one of the laborers, that a stuffed figure was hanging at the head of the flag staff. I ordered him to haul it down, and on examination found the words "Medical Bureau" written on the flap of the pantaloons. In the hand of the figure, was a printed copy of an appeal to Congress from the Chief of the Bureau of Med. & Surgery, in relation to a person requiring five years sea service of the incumbent of that Bureau. The words "Florida Recruit" were written on this pamphlet.

I am induced to believe from the unusual number of persons passing in and out of the Midshipmen's apartments, together with the opening and shutting of the windows after hours, that the figure was prepared, and run up, by some of the young gentlemen. I had no suspicion however, of what had been done or that any scheme was in operation, or even contemplated, until my attention was called to it, as already stated.

Midshipman

Midshipman Downes was "Officer of the day" when the occurrence in question took place; he was informed previously, the light being put out, in reference to noise in the Midshipmen's sitting room, that in case of a recurrence, he would be held responsible for the names of those engaged in it; the substance of this order was entered upon the Log and read to him by myself. I consider it honorable to be due to Midshipⁿ Downes to remark, that I have not the least suspicion that he was engaged in what previously, or in what afterwards, occurred; on the contrary, his uniformly correct conduct, while I have had charge of the Asylum, rather leads me to believe that he is no farther implicated, than as "Officer of the day."

The Surgeon of the Hospital informs me, that in case I do not make the report, he shall do it from a sense of duty to the Service. I expressed to him the opinion, that it was in my province to represent the matter to you, as it occurred in the Asylum, not in the Hospital Department.

I am Sir, Very Respectfully,
Yours, &c, &c,
A. G. Fols,
Lieut. in charge.

Commander, Wm. H. McKean,
Governor of Naval Asylum,
Washington.

U. S. Naval Asylum
March 18th 1843.

Sir,

I have received your letter of the 15th inst. in reply to an application for Captain's pay from the date of Commodore Barrens leaving the Asylum, until Commodore McHearse assumed the command. Now inform me that it has been referred to the Secretary of the Navy who, has returned it with a disallowance of the claim, and does not state the reasons which have induced the rejection.

I made the application for Captain's pay, believing that the Asylum was considered a Captain's command until the appointment of the present Commander, when, the Institution went into a new organization as the Hon. Secretary of the Navy says in his letter appointing Commander McHearse, and in consequence of this reorganization, he orders the discharge of the Secretary to the Commodore, which discharge took place on the 28th February last.

If these grounds of my claim are not deemed correct, I must relinquish the expectation of the pay of Captain, and under the certificate I forwarded you in my letter of the 1st instant, I ask your authority to be credited by the Purser of this Institution, with the pay allowed to Commodore, during the term of act in that capacity.

A. C. Dayton Esq.

Fourth Auditor
Washington

I am Sir, very respectfully,

Your Obedt. Servt.

A. W. Fook

Lieut.

Navy Department
March 16th 1843.

Sir,

Your letter of the 10th inst. has been received.

Agreeably to your request, you will be detached from the Asylum as soon as Commodore McHearse will report that it can be done without inconvenience.

You will then have a leave of absence.

I am respectfully
Yours,

A. P. Upshur.

Lieut. A. W. Fook.

U. S. Navy.

Phila delphia.

Treasury Department
Smith Auditor's Office
March 22^d 1863.

Sir,

I have received your letter of the 18th inst. When I referred your late claim to the Secretary of the Navy I perceived that there might be a question as to whether you should have the difference between the pay you received or that of Captain or that of Commander, and I shaped the reference accordingly, which was in this form. "Respectfully refer to the Secretary of the Navy for his decision whether Lieut. Fosh shall be paid as Captain or Commander for the period within referred to."

Under this reference the Secretary wrote "Disallowed," thus deciding the claim which you have just made, as well as the others.

I am Sir Respectfully
Your Obedt. Servt.
A. C. Dayton.

To Lieut. A. W. Fosh
U. S. Naval Asylum.

Navy Department
24th March 1863.

Sir,

Your letter of the 20th inst. covering a report from Lieut. Fosh of an act committed on the 15th inst. by the inmates of the Naval Asylum is received.

You will use every proper exertion to discover the actors in the disgraceful scene. In the mean time you will express to the assembled body my deep regret and mortification that young gentlemen, belonging to a high and honorable service, and engaged in scientific pursuits, should so far forget what is due to their personal character and official position, as to engage in a scene at once vile, coarse, and disrespectful to the authority under which they are placed, and should a similar occurrence take place, and the guilty not be exposed, the whole of them will unpentatingly be dismissed.

I am Respectfully
Your Obedt. Servt.
A. P. Upshur.

Wm. H. McLean.

Governor of Naval Asylum.

The above letter, referring to a report of Lieut. Fosh of March 15th, is inserted here.

Secretary Department
Fourth Auditor's Office
March 29th 1848.

Sir,

I have received your letter of the 24th inst. and would with pleasure submit your letter of the 18th to the Secretary of the Navy, if the case had not been referred and his decision made known to this office, as that has been done, however, I think it would now be most proper that your representation should be made directly by yourself to the Department. If, after receiving your statement, the Secretary should conclude to make the allowance, he will of course inform me.

I am, Sir, respectfully,
Yours Obedt. Servt.
A. C. Dayton

Lieut. A. H. Foot.

U. S. Naval Asylum,
Philadelphia

U. S. Naval Asylum,
March 31st 1848

Sir,

I have been informed by the Fourth Auditor, that my letter claiming superior pay while in charge of the Naval Asylum, was referred to you, and returned with the claim disallowed. I have now the honor to enquire of you, whether, I was not considered by the Department, during the time I had charge of the Institution, as an officer "temporarily performing the duties belonging to those of a higher grade," if not those of Captain, at least those of Commander, since no officer junior to the rank of Commander, has at any time been in command of the Asylum, except temporarily, caused by the voluntary withdrawal of a Captain, until the appointment of Comdr. was made, when, the Institution was nearly organized by this appointment, and the Secretary to the Commodore, until that time allowed, was discharged.

If my impressions are correct, that the Asylum was at no time considered by the Department as a Lieutenant Command, I will be entitled to the pay of a Commander for the time I was in charge, and I respectfully ask you to reconsider the case upon this application, and inform me of your decision.

I have the honor to be
Very Respectfully,
Yours Obedt. Servt.
A. H. Foot.

Hon. A. D. Upshur
Secretary of the Navy

Navy Department
April 5th 1843.

Sir,

Your letter of the 31st ult. in relation to your claim ^{for pay} as Acting Governor of the Asylum has been received.

Upon the resignation of Commodore Barron the Department determined to put the Asylum under new regulations, and that it should no longer be considered a Captain's command. It was not determined whether it should be a Commanders or Lieutenant's command, but I inclined strongly to the latter. When it was afterwards decided that it should be a Commanders command, an Officer of that grade was ordered. Of course, from the resignation of Commodore Barron to the appointment of Commander McLean, it was not, by any rule or decision of the Department, the command of an Officer of higher grade than that of the Officer who actually held it. This is the reason of the rejection of the claim.

I am, Respectfully,
A. P. Upshur.

Lieut. A. W. Foote.
Naval Asylum.
Philadelphia.

U. S. Naval Asylum
April 5th 1843.

Sir,

Your letter of the 3rd inst. regarding the reason for rejecting my claim for pay as Acting Governor of the Asylum has been received.

You state in a letter dated Nov^r 30th 1842 "In reply to your letter of the 25th inst. I inform you that Commodore Barron will be succeeded at the Naval Asylum by a Commander in the Navy." This, together with the appointment of Commander McLean, led me to believe that the Asylum was not considered a Lieutenant's command.

You state in your letter of the 3rd inst. in reference to Commodore Barron's resignation and the future governing of the Asylum, "It was not determined whether it should be a Commanders or Lieutenant's command, but I inclined strongly to the latter." As it appears from this letter that the decision was not made until the appointment of a Comd^r as Governor, I respectfully ask if I am not entitled, during the time it remained undetermined, to the pay of the Officer either preceding or succeeding me, as I performed their duties in addition to those of Executive Officer, which, arduous and delicate as they were here considered, you were pleased to inform me ^{that Comd^r McLean} had been discharged to the satisfaction of the Department.

Assistant Surgeon Beale while in charge of the Hospital in this building, received the pay of Surgeon, Comd^r Engle at the Navy Yard during the absence of Commodore Barron, received the pay of Captain, the 1st Auditor, previously to rejecting my claim, on being asked his opinion, remarked to Comd^r McLean, "he is certainly entitled to one or the other" meaning the pay of Captain or Comd^r. These, with the reasons assigned in my communications to the Department, induced me to regard my claim as authorized by law and usage.

Wm. A. P. Upshur
Secretary of the Navy.

I have the honor to be,
A. W. Foote, Lieut.

Navy Department
April 8th 1843

Sir,

Mid. R. A. Knapp has been furnished with charges preferred upon your information. You will proceed to Norfolk & report yourself as a witness of the Court.

You will take with you the order requiring Midshipmen to be in the Asylum by 10 o'clock P.M. and such other evidence as may be necessary to sustain the charges.

I am respectfully
Yours Obedt Servt
A. P. Upshur

Lieut. A. W. Foot

U. S. Navy

Naval Asylum

Philadelphia

U. S. Naval Asylum
April 11th 1843

Sir,

Your order of the 8th inst. directing me to proceed to Norfolk as a witness before the Court Martial - to take the order requiring the Midshipmen to be in the Asylum by 10 o'clock P.M. and such other evidence as may be necessary to sustain the charges has been received.

Midshipmen Robert H. Wymann and Robert H. Getty were witnesses in the case of my report to the Department of February 15th whose evidence may be important in substantiating the charges. I therefore respectfully request that they may be summoned to testify in the case.

I have the honor to be
Very Respectfully
Yours Obedt Servt
A. W. Foot
Lieut.

Wm. A. P. Upshur
Secretary of the Navy

U. S. Navy Department.
April 10th 1843.

You are hereby ordered to appear before
a Naval Court Martial now in session
on board the U. S. Ship Pennsylvania,
to testify in the case of Midshipman Charles
J. Crocker, of the United States Navy.

A. D. Upshur
Secretary of the Navy

To, Lieut. A. H. Foot.
U. S. Navy.
Philadelphia.

Navy Department
April 13th 1843.

Sir,

I have received your letter of the 5th inst.
in relation to your claim for additional pay
while in temporary charge of the Naval Asylum.

My letter of the 30th Nov^r 1842 expressed only
the view then entertained; that of the 8th inst
shows that the question was not settled. Neither
could it have been settled prudently, in the
then condition of my information.

I do not see any reason to change my view
of the subject, as heretofore communicated to
you.

I am respectfully,
Your Obedt. Servt
A. D. Upshur.

Lieut. A. H. Foot.
U. S. Naval Asylum.
Philadelphia.

U. S. Naval Academy
April 15th 1843.

Sir,

In a letter to the Secretary of the Navy of Feb^y. 16th 1842, I made the following report.

"Midshipman Robt. A. Knapp of the Naval School came into the building 'after hours' on the night of the 15th in a state of riotous intoxication."

Midshipman Knapp has been arrested under charges by the Department upon the information furnished in the above report. I saw him myself (as did two of the Midshipmen in the building) intoxicated and riotous "after hours" and his being drugged, with other circumstances, led me to the conclusion that he had just come into the building in that state. One of the Midshipmen to whom I made my report, directing him to inform Mid^l Knapp of its character, was also under the impression that he came into the building "after hours" in a state of riotous intoxication, but I have this instant been informed by another young gentleman, that Mid^l Knapp came in before 10 o'clock. That he was slightly intoxicated when coming into the building although not riotous, but he became exceedingly riotous and intoxicated on hours or two afterwards, when seen and ordered to his room by myself.

I consider it my duty to make this communication, as it may prevent the necessity of summoning witnesses, on the part of the defence, to prove that he came into the building before 10 o'clock, and was not, when he came in, riotous. Also, to suggest that the charge, Disobedience of orders, may be dropped, and those only acted upon, which relate to his being intoxicated, and riotous when in the building "after hours."

I am Sir very respectfully,
Your Obedt Servt.
A. H. Fort.
Lieut.

Judge Advocate
Naval Court Martial
Norfolk, Va.

No. 1. Naval Asylum
June 29th 1843.

Sir,

I have the honor to enclose a bill for furniture, purchased for the apartments assigned me when ordered to the Asylum, with the request that you will direct it to be paid.

This bill was made out and forwarded to the Medical Bureau by Dr. Barrington, Surgeon of the Hospital who accompanied it with an explanatory letter on or about the 1st ultimo. Not having a copy of this letter of Dr. Barrington's to Dr. Barton, I respectfully refer you to that letter in the office of the Medical Bureau.

Enclosed are extracts from letters of Dr. Barton's in relation to this subject.

I am Sir, very Respectfully,
Yours Obedt. Servt.
A. C. Foot,
Lieut.

Wm. A. D. Upshur
Secretary of the Navy.

Extracts from Dr. Barton's letters
Sent to Secretary Upshur
In a letter of Dec-9th 1842, calling for an
Inventory of articles in the Asylum, Dr. Barton
writes to Lieut. Foot.

"If your own apartments have been carpeted and furnished at private cost, it would be well you would state the cost, or present value of those carpets, since, if the rooms for officers are to be furnished at public expense, it is but just that yours should be so as well as others."

In a letter of April 28/43 to Dr. Barrington, Dr. Barton says

"As regards the carpets on the floor and other articles belonging to Lieut. Foot if you will ask that gentleman to send in bills for their making the charge come within the allowance of the Circular of the Secretary of the Navy, I will submit them to him for action."

Dr. Barrington made out and forwarded the bill, having been most of the original bills of cost. The amount was less in the aggregate (some expending but others much less) than the regulation granted, also less than actually paid by Lieut. Foot for the articles. To this letter of Dr. Barrington's, enclosing the bill, with explanatory remarks, Dr. Barton replies, May 5/43.

"As none of Lieut. Foot's furniture will be taken by the Department, you will cause the carpets to be taken up" adding that the allowance for the same rooms will be made to Dr. Barrington.

A. C. Foot.

June 29th 1843.

No. 1. Naval Asylum
June 29th 1843.

Sir,

I respectfully request permission to occupy the apartments assigned me as Executive Officer when ordered to the Asylum.

I was moved from these apartments when the Southern half of the building was converted into a Hospital, which apartments remained vacant until Comd^r M^r Meane, the Governor took possession of the rooms assigned the Comd^r Officer, when the Surgeon Dr. Barrington moved from there into the apartments formerly occupied by the Executive Officer.

The constant presence of the Executive Officer at the Asylum is deemed important by the Governor and myself, which is impracticable while boarding in the City.

I respectfully suggest that the Executive, who has hitherto lived in the building, (rather than the Surgeon who for many years has not) may be ordered to the apartments adjoining and commanding the prisoners' rooms.

I have the honor to be
Very Respectfully Sir,
Your Obedt. Servt.

Wm. A. P. Upshur
Secretary of the Navy.

Navy Department
3^d July 1843.

Sir,

Your letter of the 29th Ult. for permission to occupy the apartments assigned you as Executive Officer, when ordered to the Asylum, is received.

I will dispose of this subject after having made a personal inspection of the rooms at the Asylum.

I am respectfully,
Your Obedt. Servt.
A. P. Upshur

Lieut. A. W. Fort
Naval Asylum.

Cheshire Ct. May 12th 63.

Sir,

I appeal to you for justice to my
son, Lieut. Andrew W. Fort. U. S. Navy, who
has ever faithfully performed his duty to
the satisfaction of the Department.

1st His apartments at the Naval Asylum
have been taken from him.

2nd The furniture of his apartments,
procured at his own expense, has been
thrown upon his hands, while that
of other Officers at the Asylum and
elsewhere, has been provided at government
expense.

3rd He has "temporarily performed the
duties belonging to those of a higher grade"
in a time of excitement and delicate
responsibility, which by a law reported by
a Committee of which I was a member,
"intitles him to the compensation allowed
to such higher grade."

I ask no favors for him, but equal
and exact justice.

Allow me to suggest that twelve
years service in Congress (associated in
both Houses with the President) has given
me knowledge of the object in creating the
Naval

Naval Asylum - to furnish to the
faithful old sailor a quiet and peaceful
retreat. The design was honorable to the
Government and approved by a genuine
people.

Having visited the Asylum in
August last, it appeared to me that the
arrangement could not be improved.

I have the honor to be
Respectfully,
Yours Obedt. Servt.
Sam^l A. Fort.

Hon. Secretary of the Navy,
Washington.

Navy Department,
May 15th 1843.

Sir,

I have the honor to acknowledge the receipt of your letter of the 12th inst. in relation to your Son, Lieut. A. W. Fook at the Naval Asylum, Philadelphia. It will be brought to the notice of the Secretary on his return to Washington.

I am very respectfully,
Your Obedt. Servt.,
A. W. Fook, Smith,
Acty. Secy. Navy.

Hon. Samuel A. Fook,
Cheshire
Conn.

U. S. Naval Asylum
July 27th 1843

Sir,

The enclosed application for the apartments originally assigned me, also the bill for furniture, were forwarded to the late Hon. Secretary of the Navy, so the application for apartments, he replied on the 5th inst. "I will dispose of this subject after having made a personal inspection of the rooms at the Asylum." No decision has yet been communicated to me in relation to the bill for furniture.

Believing that the interest of the Institution requires that the Executive Officer should reside within its precincts, and all officers, excepting myself, having the use of furniture belonging to the government, together with the inconvenience resulting from a residence so far removed as my quarters in the City, are, from the Asylum, induce me to ask your attention to this subject, respectfully requesting a decision as early as practicable.

I have the honor to be
Very Respectfully Sir,
Your Obedt. Servt.
A. W. Fook
Lieut.

Hon. David Henshaw
Secretary of the Navy

U. S. Navy Department
July 29th 1843

Sir,

Your letter of the 27th inst. with its enclosures respecting rooms and furniture at the Asylum, has been received.

I contemplate making a visit to the Asylum in a short time, when I will give my personal attention to the subject.

I am respectfully,
Yours Obedt. Servt.
David Henshaw

Lieut. A. W. Foot
Naval Asylum
Philadelphia.

U. S. Naval Asylum
August 11th 1843

Sir,

Under the peculiar circumstances of the case I take the liberty of making the following communication to the Department.

The Hon. Mr. Upshur late Secretary of the Navy, informed me verbally when in Philadelphia, that if I would send the bill for my furniture to his office he saw no reason why it should not be paid. The bill was sent accordingly, a copy of which was transmitted to you on the 28th Ult. Notwithstanding the Surgeon this day is furnishing those apartments by an order just received from Mr. Upshur, while the furniture which I had purchased for them, was applied for by the Surgeon - considered of good quality - moderate price - and has remained stored in a room in the Asylum since the order for it to be removed from my former apartments was given by Dr. Barton.

I have been attached to the Asylum for twenty months, during which time

time the character of the Institution has been much improved, as evidenced by its growth in public estimation, but.

My apartments have been taken from me and given to a Surgeon whose date of commission is six years subsequent to mine, and whose family consists of a greater number than the average of patients in the Hospital, while a Staff Assistant Surgeon also, is attached to the Institution.

The furniture purchased for the apartments assigned me has been thrown upon my hands, while that of the Surgeons for the same apartments, and all others attached to the Institution, has been procured at government expense. Dr. Barton himself, states in a letter to me when Acting Governor of the Asylum that as Officers are allowed furniture by the government it is but just that I should be so as well as others.

I respectfully appeal to you, confidently believing that when time will enable you to examine the subject, my claims and course of conduct will be approved.

I have the honor to be
Very Respectfully,
Yours Obedt Servt.
A. H. Foot
Lieut.

Wm. David Henshaw
Secretary of the Navy

No. 1. Naval Asylum.
August 11th 1843.

Sir.

I take the liberty of asking if you decided, during the absence of Mr. Upshere, from Washington, that none of my furniture would be taken by the Department. Dr. Barrington Surgeon of the Hospital, informs me that, ^{Dr. Barton told him} you had so decided.

If you gave a decision, I am perfectly satisfied that it was conscientious: my object here is, not to call it in question, but merely to ascertain the fact, as I am induced to believe that there has been some mistake, as Dr. Barton first said that it was the Secretary who had so decided, afterwards that it was the Acting Secretary, but recapitulating previously to your letter to my Father, the decision as stated by Dr. Barton, would seem rather to conflict with that letter.

I am Sir Respectfully,
Yours Obedt Servt.
A. H. Foot
Lieut.

A. Thos. Smith
Chief Clerk.
Navy Dept.
Washington.

Navy Department.

22. August 1843

Sir,

In reply to your letter of the 11th inst. you are informed that I cannot find on record any decision either by Judge Waples or myself, that your furniture was not to be taken by the Department. I had no recollection of any such decision and caused a search to be made by one of the clerks. The only letters written by the Department on the subject, except that to your father defining action at the time, are those addressed to yourself on the 3^d and 29th of July last.

In the capacity of Adjt. Secretary, on the 15th of May preceding, I answered your father's letter of the 12th of that month, by saying that the subject would be brought to the notice of the Secretary of the Navy on his return to Washington. My impression is, that your furniture was to be taken at its fair value, provided the Secretary determined after a personal inspection of the asylum, that furniture should be allowed.

There has been nothing in the action of the Department in relation to your furniture, that would justify the statement alleged by you to have been made by Dr. Barton.

I am respectfully,
Yours obed^t Servt.

Lieut. A. H. Fort,
Philadelphia.

A. Theol. Smith.

On the receipt of the preceding letter I went on to Washington, reported Dr. Barton to Secretary Henshaw, who approved my entire course at the Naval Asylum, and as substantial evidence that the Dept. had not decided against my claim, ordered the payment of my claim in full, amounting to four hundred & fifty dolls. The Secretary informed me that Dr. Barton should have nothing more to do with the Naval Asylum.

The Secretary offered me orders as 1st Lieut. of the Frigate Cumberland, bound to the Mediterranean as the Flag Ship of that Squadron, which, being much more eligible than Executive of the Asylum, were gladly accepted.

A. H. Fort.

U. S. Frigate Cumberland,
lat. 34, Lat. 39° N. Long 20° W.

December 4th 1843.

U. S. Frigate Cumberland,
Mahon Jan'y 29, 1848.

Sir,

I have drawn up a Report, or rather
a formal exposure of the opinion, as far as I
could judge, of yourself and others on the survey.
In this opinion I concur with the qualifi-
cation however, that reducing the Trucks will
require a greater expenditure ^{of physical force} in working the
battery.

Respectfully

Yours &c.

A. H. Foot.

Capt. Sam^l W. Garrison,
Comd'g U. S. Ship Sanfield.

Sir,

In compliance with your order of this
inst. we have carefully examined the main
Deck battery of this ship, and are of opinion that
the ship would be somewhat relieved and the
guns rendered more efficient, by reducing the
diameter of the Trucks of the gun carriages, one
or a half inch. The Trucks cannot well be reduced
on board. The expense of reducing them on shore
will be one dollar per gun.

We are respectfully &c

Commo. J. L. Smith
Comd'g. Detach^d Squadron.

Navy Department
August 26, 1848.

Sir,

You are hereby detached
from the Naval Academy at Phila-
delphia, and you will proceed to
Boston and report to Commr. Misson
for duty on board the U. S. Frigate
Cumberland.

I am, respectfully,
Yours Obedt. Servt.
David Henshaw.

Lieut A. H. Foot.
U. S. Navy.

Reported agreeably to the above order
1 Sept. 1848

Sam^l Merce
Comd'g
for Com. Misson.

Charges and Specifications of charges
preferred by Lieut. A. H. Root, the Executive
Officer of the U. S. Frigate Cumberland
against Capt. Midr. John Downes Jr
attached to said Frigate Cumberland.

Charge 1st

Insultation and Unofficer like
conduct.

Specification. In this, that the said
Capt. Midr. Downes, did on the morning
of the 19th Novr 1844, go on board the ship
of War Fairfield, and at or about the
hour of 12 A. M. did send the Purser
Marshall, into a Court Marshal, which
was at the time cleared for deliberation
with a message to the Executive Officer
of the Cumberland, who, was a member
of said Court, that he wished to see him,
and upon the Executive Officer leaving
his seat and going to the door, said Capt
Midr. Downes, did ask permission to
ask permission to go ashore notwithstanding
his having been previously ordered
to relieve an Officer at the Navy Yard
to his dinner, and said Capt. Midr. Downes
on being refused to go ashore but again
ordered to go and relieve the Officer at the
Navy Yard to his dinner, did say, May I see
or I wish to see Capt. Bruce, who was
President

of said Court, or words to that effect,
and, on being told by the said Executive
Officer that he could not, or that he
should not see Capt. Bruce, the said
Capt. Midr. Downes did say to the Purser
Marshall in a loud tone of voice and
excited manner, and in the presence
and hearing of the said Executive Officer,
"I wish to see Capt. Bruce" and upon
him or words to that effect, and upon
the said Purser Marshall refusing to obey
the order, the said Capt. Midr. Downes
did ask the Officer of the deck of the
Fairfield, to have the message as aforesaid,
conveyed to Capt. Bruce President of said Court.

Charge 2nd

Disobedience of orders and disrespect
to his Superior in the execution of his
Office.

Specification. In this that the said
Capt. Midr. Downes, at the time and in
the place set forth in the Specification to the
first charge, upon being refused permission
by the Executive Officer aforesaid to see Capt.
Bruce, President of the Court then cleared
for deliberation, did say, after having
been told that he could not, or should not
see Capt. Bruce or words to that effect, to the
Purser Marshall in a loud and excited
tone

tone of voice and manner, in the presence
and in the hearing of said Executive Officer,
boldly tell Capt. Brown that I wish to see
him on words to that effect, all of which
is contrary to law, and subversive of
discipline.

Attest
1st Lieut.

Witnesses

Attest 1st Lieut. J. G.
Jas. Noble Jr.
Jas. B. Lewis Jr.
Wm. M. Walker Jr.
Arthur C. Neal, O. Lieut.
H. S. Johnson Capt. Clerk.

No. 1. Frigate Cumberland
Port Mahon Nov: 2^d 1844.

No. 1. Frigate Cumberland
Port Mahon Nov: 2^d 1844.

Sir,

Being desirous of escaping of public
the disagreeable notice of Court Martial
which I am well aware does no good to
a young officers reputation in the Service,
I last night addressed you with the intention
of making some explanation which I thought
might make my conduct appear in a more
favorable light to you, but at that time ap-
-peared to hear what I had to say, but thinking
that you probably might be disposed to pay
more attention to a written than to a verbal
communication, I now take this opportunity of
informing you that my coming on board
the Fairchild for the purpose of making an
application appeal to you, was at the insti-
-gation of Mr. Noble at that time Executive
Officer of this ship, and moreover to attempt
disgrace any intention of acting in a
disrespectful manner towards you.

I remain Sir,

Very respectfully

Your Obedt. Servt.

John James Jr.

Paymaster

Lieut. Attest

No. 1. Frigate Cumberland
Mediterranean.

Mahon November 22^d 1844.

I was standing at the Cabin door of the Fairfield on Tuesday the 19th of Nov. Mr. Dornes came to me and told me to ask Mr. Fort if he could speak to him a few moments. I went into the Cabin and informed Mr. Fort of it. Mr. Fort came to the door and Mr. Dornes asked his permission to go ashore. Mr. Fort asked him what watch he had. He told him he had the morning watch but he was ordered to relieve a young gentleman at the yard. Mr. Fort told him that he had time enough to go ashore after he relieved the young gentleman at the yard. He said it was his liberty day and he wished permission to go ashore then. He asked Mr. Fort why he couldn't send somebody else in his place. Mr. Fort told him to go and relieve the young gentleman at the yard. He then asked permission of Mr. Fort to see the Captain. Mr. Fort told him that he could not see the Captain. He then turned round to me in a very excited tone and said "Geddy I want to see the Captain" He spoke to me again and asked me if I wasn't going to speak to the Captain. I then told him that he must ask the Officer of the deck. He went on the poop and asked the Officer of the deck. He came to me and told me to go in and see the Captain. That the Officer of the deck had sent me the order. I informed Capt. Dornes of it. Shortly afterwards Mr. Fort came to the door and told Mr.

Dornes that the Captain would not see him. Mr. Fort then told Mr. Dornes to go to the Navy Yard and relieve the young gentleman. Mr. Fort then closed the door and Mr. Dornes left the ship.

Question Did Mr. Dornes, when he desired of you to see the Captain, do so in the presence of Mr. Fort?

Answer Mr. Fort was just closing the door.

U. S. Consulate.

Arthur C. Neil

Before me, James W. Wick, acting for the U. S. Consul, per the Baleares Islands, personally appeared, Arthur C. Neil, Sergeant of Marines of the U. S. Ship Fairfield and made affidavit to the truth of the foregoing account.

Given under my hand & seal of office at Mahon, the twenty second day of November A. D. one thousand eight hundred and forty four.

(Signed) James W. Wick

The accused, Doped Mid^d Dornes, was tried by a Court Martial and found guilty of Insubordination, and disrespect to his Superior in the execution of his office and sentenced to be admonished by the Command in Chief, which admonition was read in the presence of Lieut. Fort the Prosecutor, and of the Mid^d of the Cumberland.

A. H. Fort.

U. S. Frigate Cumberland
Wahon Nov 12, 1844.

Sir,

You are hereby appointed a
Member of a general Court Martial
to convene on board the U. S. Ship
Fairfield on the 14th inst. at 10 A M.
You will report to Capt. J. L. Bruce
Senior member accordingly.

Your Obedt Servt
Jos. Smith
Commodore

Lieut. A. H. Foot
Present.

Circular

U. S. Frigate Cumberland
Wahon October 22-1844.

Sir,

As a general rule, you will not
permit liberty men to remain on shore
overnight. The exceptions to the rule are
Servants, Musicians, married men and
such others as your good discretion may
dictate. I prefer that the crews should go
home as often for the day, and go as early
as they please and be off at sun down,
than to remain during the night.
But no difficulties in this place have
occurred at night.

Very respectfully
Your Obedt Servt
Jos. Smith
Commodore

Lieut. A. H. Foot
1st Lt. U. S. Frigate Cumberland
Wahon

Navy Department
Nov: 12th 1845.

Sir.

You are hereby detached
from the U. S. Ship Cumberland
and you will hereby receive a leave
of absence for three months from this
date, at the expiration of which,
you will report to this Department.

You will inform the Department
of every change of your residence in
the mean time.

I am, Respectfully
Yours,
G. Bancroft.

Lieut. At-Look.
U. S. Navy.
Boston.

Cheshire Hill, 12th 1846.

Sir.

I have the honor to report that
my leave of absence, dated, Nov: 12th 45
received Nov: 24th 45, has expired.

In consequence of not having recov-
ered from the Ophthalmia contracted dur-
ing the late cruise of the Cumberland
and of my father's illness, I respectfully
request an extension of leave for three
months, at the expiration of which, i.e.
during the month of June, shall be
pleased, if it must the orders of the Dep-
artment, to receive the orders to the Bos-
ton Navy Yard, for which application
was made in Nov: though, and with
the approbation of, Commodore Parker
Commander of that Yard.

I have the honor to be
Very Respectfully Sir,
Your Obedt Servt
A. B. Hook
Lieut.

Wm. George Bancroft
Secretary of the Navy,
Washington.

Navy Department
February 17th 1846.

Lieutenant.

Agreeably to the request
contained in your letter of the 12th
instant, your leave of absence is
hereby renewed for three months,
at the expiration of which you will
report to this Department.

I am, respectfully,
Yours,
G. Bancroft.

Lieut. W. H. F. O.
U. S. Navy.
Cheshire
Connect.

Lieutenant.

Navy Department.
April 7th 1846.

You will proceed to
Boston, by the 1st of June next, and
report to Commodore Parker for duty
at the Navy Yard on that day.

I am, respectfully,
Yours,
G. Bancroft.

Lieut. W. H. F. O.
U. S. Navy.
Cheshire
Conn.

Cheshire April 28th 1846.

Sir,

I have the honor to
acknowledge the receipt of orders
to proceed to Boston by the 1st
of June next and report to Comdr
Parker for duty at the Navy Yard
on that day.

I am Sir, Very Respectfully,
Your Obedt. Servt.
Wm. H. Root,

Hon. Geo. Bancroft,
Secy of the Navy,
Washington.

Cheshire May 17th 1846.

Sir,

I have the honor to report
the expiration of my leave of
absence dated February 17th 1846,
and in obedience to orders of the
1st of June shall proceed to Boston
and report to Comdr Parker for
duty in the Navy Yard.

I am Sir, Very Respectfully,
Your Obedt. Servt.
Wm. H. Root,
Lieut.

Hon. Geo. Bancroft,
Secretary of the Navy,
Washington.

Navy Department
Oct. 8th 1846.

Sir,

A. Naval General Court
Martial, of which you are appointed
Judge Advocate is ordered to convene
here at Boston, on board the U. S.
Ship Franklin, on Monday next
the 12th instant, at which time &
place you will appear & report your
self to the presiding Officer of the Court.

I enclose herewith blank subpoenas
to be used as occasion may require.

I am respectfully
Yours Obedt Servt
(Signed) J. Q. Mason.

Lieut. Andrew H. Fort
U. S. Navy.
Boston.

U. S. Ship Franklin
October 19th 1846.

Sir,

I have the honor to transmit
to you a copy of the proceedings of the
Naval General Court Martial in
the case of Seaman David Richards.

I am Sir very respectfully
Yours Obedt Servt
Andrew H. Fort
Judge Advocate.

Wm.
John G. Mason,
Secretary of the Navy.

To Commodore Charles Morris
Chief of Bureau of Construction
Equipment & Repairs,

The idea of propelling Steamers
by a submerged propeller on each
bow, originated with Mr. Benj^m
Becker. The person who drew the
enclosed plans, and for this, he
received a patent at Washington
Dec^r 31st 1889.

In this country within England,
a single propeller on the bow, has
been experimented upon, but not
in this form, or for the purpose
of producing a vacuum, which is
the fundamental principle of
this invention.

The proposition is to take an old
boat, now in the boat shed, and
build upon her from the datum
line (the draft No. 1000 fig. 2) which
is about the water line.

Fig 2 shows a side view of the propellers
Fig 1. a horizontal view of the propellers.

A plan of a new Steam Engine
and Boiler by Mr. Becker, accompa-
nies this, which is merely submitted
for consideration. The idea is at present
provided that the Bureau authorizes the
model to be made to have the
propellers

propellers driven by force men.

Expense of Model. Every thing incidental included, will not exceed one hundred and fifty dollars.

The proposed Engine for this Steamship is in some respects like that of the Princeton, but unlike that this has but one Engine and two propellers, whereas the Princeton has two Engines, or a double Engine & one propeller.

The Cylinder of the Princeton forms the half of a circle, whereas this forms a section of a globe.

The Boiler is unlike that of the Princeton and is new. The form is somewhat conical. The object is to get the greatest strength, without staybolts, as there is no flat surface, and by means of its tapering tubes. The diameter of fuel is decreased more than one fourth, or rather one third. Mr. Beecher's experiments say, two fifths.

This Engine is compact & will all be brought below the water line.

An Engineer here says, that he has no doubt but that this Engine will work well, & he recommends sending a separate plan of the Boiler to the Bureau & the Bureau, which accompanies this Engine draft Mr. Isaac.

Believing that as the pipes can be cleaned, it will prove by far the best boiler now used.

All of which is very respectfully submitted.

Oct. 20th 1866 Boston.

W. H. White
Agent.

Collection _____

THE PAPERS OF

ANDREW HULL FOOTE

Series and/or Container _____

8

Shelf/Accession No. _____

Allen A.P. 90. 95.

A
B

Boatling Office No. 58
Hartland Union 92.

Coming Capt. 17

Collector Sh. Hm. at Sunday 100. 106

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Com. of my M. Vessel - 122. 152. 161

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Norfolk Oct 12th 1859

Sir

I hereby appoint you Captain
of the 1st Regt. Artillery under my
command

Respectfully

(signs) A. H. Froh

Wm. H. Hunter

Norfolk Va

St. Louis

Wm. H. Hunter

St. Louis Oct 15th 1859

Sir

The two 24 Cal. guns belonging
to the 1st Regt. Artillery now mounted on the Standard
Carriage, manufactured from Capt. Barron
are worked with difficulty in the training
running in & out and governing the recoil.

By the application of the "New Brun" Company
to "Rail Way" and the common Carriage
truck, these difficulties can be remedied.

I respectfully ask permission to have the
alterations made in the yard.

These improvements have been applied
to these carriages in the yard under the
direction of Comm. Barron. Permission is
also requested to have the fixtures of the
Carriages examined.

Very Respectfully

(signs) A. H. Froh

St. Louis

Wm. H. Hunter
Chief of Bureau of
Ordnance & Artillery
Washington
D.C.

Navy Yard
Norfolk Oct. 18th 1849

Sir

I respectfully request that
then may be sent to the Brig Perry, in addition
to her complement of men.

I make this request as the vessel
has always had a Marine Guard, and has
ample accommodations for the proposed
number, which has been allowed by
special order.

Very Respectfully
Yr obedient Servt

(194)

A. H. Froth

Commandg

John H. Puckett
Secy of the Navy
Washington

Navy Yard
Norfolk Oct. 19th 1849

Sir

As the rigging of the Brig
Perry sets up on its own part it is very
desirable that we should have on board
a Jack for strapping blocks which is
allowed to consist of a larger size.

Very Respectfully
Yr Obedt Servt

(195)

A. H. Froth

Commandg

James H. W. Skinner
Chief of Bureau of
Constructg & Equipmt

Norfolk Oct. 27. 1849

Sir

The crew of the Brig Perry is
ready to go on board and the vessel ready
for sea, with the exception of the Second
Lieutenant and the Tender.

As the Brig is not allowed
Marines it is desirable that the full
complement of Officers should be on board
ready for the reception of the crew.

I have the honor to be

Very Respectfully

Yr Obedt Servt

Andrew H. Froth

Commandg

John H. Puckett
Secretary of the Navy
Washington

DC

4
Sir

Norfolk Oct 31st 1849

The destination of the Brig Perry is portally the coast of Africa, and as it is the opinion of many medical men that the emanations which arise from the hold in vessels (consisting chiefly of sulphurated hydrogen gas) are highly injurious to health, and as that gas in particular has been by some distinguished men of science regarded as the cause of the fatal fever on the coast of Africa, I feel compelled at this time to renew the application not long since made, to have the air and bilge pumps fitted in the Brig Perry, believing them from experience to be admirably adapted in dispelling the noxious atmosphere generated in the hold of ships

I am Sir, respectfully

Your Obedt Servt

(sgd)

ASV Foote

Trut Comdg

Commdr Jas D Sears
Comdg Navy Yard
Gosport

7
Sir

Norfolk Nov 14, 1849

In pursuance of orders of the 13th inst. I shall avail myself of the earliest opportunity when in all respects ready, and proceed to sea

I have the honor to be

Yours Respectfully

Your Obedt Servt

(sgd)

ASV Foote

Trut Comdg

Hon Wm Mallard Postm
Secy of the Navy
Washington
DC

Very Good Report,
Nov. 19, 1874

Sir

In pursuance of your order of the 16th inst, we proceeded yesterday in the Brig Perry to the anchorage, a little within the Ganey Island Light Reef, where we obtained a clear range, and tested the two 27 cal guns mounted on the Hardy Carriage with Commander (providing improvements attached), and respectfully make the following statements—

In consequence of the imperfect operation of the compressor with the first gun tried, we could not consider it a test the contact of the flange of the washer on the lower rail was only in spots here and there, and the metal of the washer so soft, that the inequalities of the rails were therein gone, as will be seen by the washers which will be submitted with this report for your inspection, the lever also should be lengthened about six inches, it is required therefore that washers should be made of harder metal, and the face of the lower rails be planed off so as to make a smooth surface—

The second gun performed rather better, but the same defects were observed in a lesser degree, both of them require a similar adjustment, as both are defective.

Another permanent defect is that the recoil of the gun is not sufficient to allow the muzzle to come by three inches to a line formed by the inner sides of the port stowage, whereas the order from the Corps General requires that it should be twelve inches within this line—

To remedy this defect we respectfully suggest the cheeks be fitted to set and bolt on the waterway, and in the plank shear

with a $\times$ plate to be let into this cheek and plank shear, with a strong socket in its angle for the fighting bolt, the recoil would then be sufficient and attended with but little expense, as no alteration of the carriage would be required, this arrangement will also permit the gun to be trained to its greatest angle—as now placed the slide comes in contact with the side, and prevents the gun being trained as much as the port will admit of, nor can they be trained now, to more than a point without moving the gun in— We would further remark that ~~four~~ men could run the gun out with perfect ease.

Very Respectfully,
Your Obedient

Signed

J. S. Dorman, Comdr
Rt. Hon. Wm. P. C. Smith, Engr
J. H. Fitch, Lt. Comdr
Acting Perry

From the 11th paragraph, commencing "Another permanent defect"—the report was continued by my request

R. 1974, Lt. Fitch

U.S. Brig. Perry
Hampton Roads
Nov 27. 1859

Sir

Agreeably to your orders being
in all respects ready, at 11 AM I
left the anchorage at the Navy Yard
and am now proceeding to sea.

Enclosed are the Muster Rolls
of the Officers and Men of the U.S. Brig.
Perry

Shave the honor to be
Very Respectfully
Yours etc etc
Andrew D. Smith
St. Helena

Yours Very Obedient Servant
Sick of the Navy
Washington
D.C.

U.S. Brig. Perry
Nov 27. 1859

Sir

The Brig. Perry has proceeded
to sea, and the Pilot is about being discharged

Thank Sir Very Respectfully
Yours etc etc

1940
St. Helena

Commander J. D. Smith
Comdg. Naval Station
Norfolk
Va.

10
11
US Brig Perry
Porto Praya Dec 2^d 1849

Sir
I beg leave to report that this vessel made from seven to nine inches of water and four, during a gale, on her passage from the Senegal States.

As this leak greatly diminished when the weather moderated, it may have arisen from imperfect caulking.

I therefore request that she may be recaulked in case such shall on examination be found to have been the cause of the leak.

I am Sir Very Respectfully
Your Obedt Servt
A. A. Froth
St Helena

Commodore Francis S. Gregory
Comdg African Squadron

11
12
US Brig Perry
Porto Praya Dec 2^d 1849

Sir,

I have this instant arrived after a short but tedious passage of twenty three days from Norfolk.

At times during the passage the vessel made an unusual quantity of water, an account of which, with her trim & sailing qualities, has been communicated to the Chief of Bureau Construction Equip^t & Repairs.

I have the honor to be
Very Respectfully
Your Obedt Servt
(494) A. A. Froth
St Helena

Genl Wm Ballard Preston
Secy of the Navy
Washington
D.C.

U. S. Brig Perry
Port Parya Dec 22, 1849

Sir

This vessel has at times made an unusual quantity of water, as she has been altered in her trim from proceeding courses, as she has encountered all the vicissitudes of weather, I deem it my duty to make a special report.

The quantity of water made in the hold increased from half an inch to two inches per hour, the larger quantity when in port, the greater during the gale of the 9th inst, when lying to. The leak diminished in all instances when the weather became moderate. Since arriving in port, on examination we find a leak in the port chain bolt to which the topmast backing set up, this bolt was driven merely through the plank and not into a timber which has caused play enough to admit considerable water. Another leak is suspected in the wood ends on the port side from the quantity of water made in the store room, but the constant small in this port will not enable us to ascertain this while here.

The trim of the vessel was eighteen inches difference in leaving Port, finding on our way out towards Cape Henry that several small vessels kept way and soon had reached us, on the following morning when out of sight of land. I brought the anchors aft at the main Hatch, finding that this did not improve our sailing, I sent them forward, and in addition to this sent the fore aft guns forward, which materially improved it, but she does not yet equal my anticipations in this respect. hardly exceeding ten knots, and a still further change of

of trim is contemplated when sailing in company with some vessel of the Squadron.

The sea qualities of the Brig are of a high order for so small a vessel. We carried top & top gallant sails across the gulf while at times the wind was fresh for much canvas in any vessel, afterwards under top gallant sails & topmast standing sail she behaved remarkably well in a fresh breeze, with single reefed top sails & top gallant sails she also stood up well under her canvas. Equally so under double reefed top sails & reefed main sail. I found standing down top gallant yards, and even top gallant masts on one occasion in a heavy sea behind her very much. During the gale of the 9th inst she ran under three reefed fore & main top sails & reefed fore sail with the wind ahead and a very heavy sea on and behaved as well as most frigates, altho' very wet, afterwards hoisted under fore & main storm top sails while she carried the below a spoke or two a lee. head reaching enough for stowage way, and made excellent weather.

I am Sir Very Respectfully
Your obedient
servant
J. H. Smith
Sailing

Comdr J. H. Skinner
Chief of Bertram
Lieut. Comdr & Repair
Washington D.C.

14
 If ^{1st} Lieut. Stone, the junior officer of the Brig, asks permission to apply for the Palmer to assign as the reason that he has long served in Brigs, and desires a more comfortable class of vessels.

I have stated to ^{1st} Lieut. Stone that I cannot for a moment entertain the idea of his leaving the Brig, unless an exchange with an officer of his rank can be effected, for we are now short a Boatswain & Gunner from former allowances and in case of illness of two or three officers which is rather to be anticipated on this station, we have no Boatswain, Gunner or Midshipmen as in other vessels to supply the place of these officers.

Again the health of ^{1st} Lieut. Stone is perfectly good, whereas one of the ^{1st} Lieut. has a chronic affection of the throat which at any time will secure him a sick berth and the remaining one is lying ill of a fever, so say nothing of the bad health of both Lieutenants, and the state of my own eyes.

For these reasons I consider ^{the detachment} that of ^{1st} Lieut. Stone, who is the only officer in perfect health, would most seriously impair the efficiency of the Brig.

14th, 1862, A. S. Porter

St. Louis
 W. B. Perry

US Brig Perry
 2nd May 1862

Sir

I enclose a communication from the Surgeon of this vessel, and fully concurring with him in opinion that the service of the men specified will not be available during the cruise. I respectfully request that they may be sent to the United States, or otherwise disposed of as may be deemed expedient.

I am Very Respectfully
 Your Obedt Servt
 Andrew A. Porter
 1st Lieut.

Comdr. Francis A. Gregory
 Comdr. US Marine Force
 Coast of Africa

U.S. Brig Perry
Port Pango Jan'y 4. 1840

Sir

Enclosed are returns of
Punishments, Transfers, Discharges, and a list
of the officers

I have the honor to be
Very Respectfully

Your Obedient
1st Lieut. Andrew Fort
Sergeant

Alon W. Galland, Quarters
Secy of the Navy
Washington DC

U.S. Brig Perry
Port Pango Jan'y 4. 1840

Dear Sir

I have been but a few weeks on
this station and am consequently unqualified
to advise what would be best to enable
you to reach the United States with the least
delay, but I can recommend you with great
confidence to Commodore Gearing, whose interest
in your case and knowledge of the different
routes home will secure to you all information
and services in his power.

Wishing you an early return home and
a satisfactory arrangement of your business

I am with respect & esteem

Your Obedt Servt

1st Lieut. Fort
Sergeant

Captain Fanning
late Master of Schooner Manchester

Mr. Penhew will report that on Saturday the ship barely cleared our stern when swinging, which induced me to heave in to 25 fathoms on the Starboard chain & let go the Port anchor, when we were to 25 fathoms on the Starboard chain & 20 on the Port, so as to enable us to keep clear of the ship -

At 2 o'clock this morning the officer of the deck reported that we were drifting when we were in both chains & got the Starboard anchor ready for letting go & made preparation for getting underway - We are now so close to the ship as to prevent our swinging clear when the tide makes or wind shifts.

I propose that the Patomutt launch with her stream cable come alongside, take our starboard anchor weighing 1500 lbs and take out the anchor at least 50 fathoms ahead of our Starboard or mother buoy, and a little inshore or towards the Patomutt, and drop the anchor, and when we shall have hove up to our Port anchor, or before if the end of the cable will reach us - give us the end inboard - when we will weigh the Port - then the Starboard anchor and haul up to the Starboard & let go an anchor which will clear us of the ship -

If the Patomutt has a kedge weighing 1000 lbs and a hauler corresponding they perhaps might answer the purpose of the stream cable & an anchor of 1500 lbs, still the swell & wind are such that I should rather prefer the stream and our Starboard

Brig Perry
Pat. Bays Jan 22nd 1850

US Brig Perry
Monrovia Jan 22. 1850

Sir
Enclosed are Muster Rolls
of the Officers and Crew of this vessel

I have the honor to be
Very Respectfully
Your obt. Servt

Genl Wm. Hallard Preston
Secy of the Navy
Washington DC

US Brig Perry
Monrovia Jan 22nd 1850

Sir
Enclosed are Returns of Ordnance
Equipment & Stores for the 4th quarter of the year
1849 -
Very Respectfully
Your obt. Servt

Comd Lewis Harrington
Chief of Bureau of
Ordnance & Hydrography
Washington
D.C.

Semi-Perish

US Brig, Perry
Monrovia Jan'y 23^d 1850

My Dear Sir

I don't know that I can in good taste add any thing here to the message sent through Sir's. Penhouse in relation to the parting scene at Port Payer. We held the wind for three days running more than one half the distance. Wind light and calm followed which prolonged our passage to ten days - arriving Saturday afternoon - found the Yorktown here which rendered us all our stores required towards expediting our departure. Capt. Maister will probably inform you, that he has given us the books of directions of North & South Atlantic, with a deep sea lead and line - one having parted at the third sounding, leaving but one fathom of line. This lead line was old & rotten when it came on board. As were our six trawls two of which parted in exercising on our passage down, and to continue the chapter of ill & suffering, I must add that the leak in the eyes has not diminished, but again we have had our sail some impeded.

Comd. Stant said our cruise was to be short & nothing was required in way of repairs & as a proof referred to the Officer who reported her ready for sea on her return from the last cruise.

We land on Friday giving us four working days for working, getting provisions &c. Thus I shall in strict conformity to your orders proceed as far as 13° South, standing off the Coast, and hope to make a successful cruise returning by Jan'y 15th to Port Payer.

President Robert says we have no prospect of capturing a Slave, but I have the hump of hope largely developed and will try to give a good account of ourselves.

The President dined with me to day. I have been favourably impressed with our little friends.

Very Respectfully
Your friend &c.
Signed, A. W. Fort

Comd. Francis H. Gage,
Comd. U.S. Squad.

US Brig, Perry
Monrovia Jan'y 24th 1850

Sir

I have this instant arrived after ten days passage from Port Payer and in pursuance of orders from Comd. Gage shall proceed as a cruise as far as 13° South of the Equator as soon as worst water, and fifteen days additional provisions, which the Yorktown has for me, are out on board -

I have the honor to be
Very Respectfully
Your obedient
Servant
(Signed) A. W. Fort

Very Respectfully
Yours
J. W. Gage
Washington
D.C.

US Brig Perry
Monrovia Jan 24 1850

Sir

I arrived at this place on the 19th inst. In our passage we parted two side tackles when exercising the gun - also parted the duff sea line - leaving but one fathom in hand.

The hole in the side of the vessel has not diminished, but again, but again we have found our said room inundated -

In pursuance of your orders having with my assistance from Captain Martin, I shall leave early to-morrow on the cutter assigned me.

I am Sir

Very Respectfully

Your Obedt Servt

(signed) Andrew H. Fock
St. Louis

Comdr Francis H. Gregory
Landy's Art. Squad.

US Brig Perry
At Sea July 13 1850

Gentlemen

You will hold a strict and careful survey on a quantity of Brans, reported by Isaac Halmough as unfit for use - and report accordingly

Very Respectfully

Your Obedt Servt

(signed) Andrew H. Fock
St. Louis

Col. Wm. B. Renshaw
" Madison Rush
Sgt. Major Maurice Simons

US Brig Perry
At Sea March 1 1850

Gentlemen

You will hold a strict and careful survey upon the Cabin Oil cloth of this vessel, and report its quality and condition

Very Respectfully

Your Obedt Servt

(signed) Andrew H. Fock
St. Louis

Col. Wm. B. Renshaw
" Madison Rush
Sgt. Major Maurice Simons

U.S. Brig Perry
St. Philips de Bonaquela 7 March 1850

Sir
I have this instant arrived after a passage of forty one days from Monrovia during which have chased and communicated with three vessels two English and one American.

I have exchanged salutes with the authorities on shore and paid my respects to the Governor who has signified his intention to reciprocate the courtesy in visiting the "Constant", after which I shall proceed down the coast towards the Equator making a close examination en Shores for the purpose of ascertaining if there are Slaves trading under the American flag.

It having been intimated to me that our Merchant vessels are subjected to greater commercial restrictions than would have been the case had a Government vessel occasionally made her appearance, I have intimated to the Governor that our men of war would probably visit this part of the coast more frequently than they have done for the last few years. The Barque Catharine of Salem laden with Gum Copal, Ivory, Biscuits, &c. is the only American vessel in port.

I am able to collect more authentic information I shall communicate to the Dept. the circumstances attending the capture of the late American Brig said to be called the "Promotion" by Mr. Majoring Brig Malinowski four days before my arrival on the coast. As this vessel appears from what I have been able to learn that the Brig came from the Japanese under American colors & papers with an American Captain & crew, & was then transferred to a Portuguese Capt & crew the American Captain going on shore with his colors & papers. The Commission had drawn hundred fifty slaves on board & on being captured was sent to the Island of St. Helena. I have the honor to be

Very Respectfully Sir

Yours Wm. Ballou Weston
Secy of the Navy - Washington

(signed) And H. Foster

U.S. Brig Perry
At Sea March 12th 1850

Sir
In explanation of the accompanying letter of Acting Master Simons, I would state, that on saying to him this morning that I wanted to see and examine his work he replied "Capt. Forte I must protest against it to the Secretary of the Navy."

I presume that in allusion to "who has charge of the Chronometer" that he considers that by its being kept on the cabin, which I deem necessary in this small vessel, that I have also transcended my authority in not placing it truly under his charge and in his keeping.

I respectfully request that Acting Master Simons may be detached from this vessel.

This communication is made direct to the Dept. as sometimes Generaly authorized, while absent from the Squadron South of the Equator.

I have the honor to be
Very Respectfully Sir
Yours Wm. Ballou Weston

(signed) Andrew H. Foster

St. Helena

Yours Wm. Ballou Weston
Secy of the Navy
Washington
D.C.

Wm. B. Perry
 Saint Domingo March 21. 1850

Sir

28

Since my arrival here I have read from various sources information of the abuse of our flag in connection with the Slave trade, and enclose copies of letters & papers addressed to me by the British Commissioner Sir George Jackson, and Commander Tucker of Her Majesty's Steamer Greyhound, which will give the Dept authentic information on this subject.

As the legitimate commerce of the West Indies extends that of Great Britain & France on the coast south of the Equator and as the American flag has been used to cover the most extensive French Slave trade. It would seem that the presence of one or two men of war, and the appointment of a Consul or some public functionary to this place were desirable. Our Dept of provisions at Port Praya is so far removed that a vessel can barely reach the southern point of the Slave Station before she is compelled for want of provisions to return and replenish.

A Consul or Store Keeper here might, as in the case of the English or French supply the division of the Squadron and thus keep constantly off the coast of the Equator, where until the arrival of this vessel there has been no man of war for a period of two years.

It has been intimated to me by Americans that if the Government were aware of the atrocities committed under our flag that it might be induced to take some measures preventing the sale of American vessels on the coast, or at Rio de Janeiro when bound to this coast, as in nearly every instance the vessel is sold to engage in the Slave trade. But if this should be regarded as too great a check upon our commercial interests such sale

if made on this coast might be duly notified to our Consul or agent here that the vessel might be known as having changed her nationality.

Saint Domingo is comparatively healthy to Port Praya, or any place on the coast north of the Equator. It contains seventeen thousand inhabitants, one fourth of whom are probably Europeans.

I have the honor to be Sir

Very Respectfully

Wm. B. Perry

(Signed) Andrew L. Foster

St Domingo

Wm. B. Perry
 Secy of the Navy
 Washington
 D.C.

U.S. Brig Perry
St Paul de Leão March 21 1850

Sir

29

We arrived in this port on the 17th inst, having examined closely the inhospitable coast from Benguela and communicated with an English & Portuguese man of war and boarded a Portuguese merchant vessel.

Our stay here will not speed our work, which point is necessary to water ships, attend to the rigging, and refresh the crew with fresh provisions.

These being done, we shall cruise, until the 15th or 20th proximo, between this and the River Congo, where it is asserted that the Slave trade is now most actively prosecuted.

We have exchanged salutes with the authorities for shore and saluted the British Commissioner and Consul, who have visited the vessel.

Her Majesty's Steamer Trovillo arrived yesterday having recently captured a Slave ship found to be named the Navarre of Philad^a, which sailed from Rio de Janeiro to St Catharines where she filled up for a Slave cargo and received a Brazilian Captain and crew. When boarded by the Trovillo she had American colors flying, and on being told by the former sailor that her papers were forged, and as he could not search the vessel but must send her to an American cruiser, the Captain ordered the Brazilian Colors to be hoisted, declaring that the vessel was Brazilian property, and sent the Brazilian Captain and crew on deck and gave up the vessel.

I have the honor to be Sir
Very Respectfully
Your Obedt Servt
(sgd) Andrew H. Foote
St Louis

New Hampshire Boston
Secy of the Navy
Washington
D.C.

U.S. Brig Perry
St Paul de Leão March 21 1850

Sir

I have received your communication with its enclosure and had I time before we sail would be pleased to call and have some conversation with you in relation to our trade with Portugal.

I will show your letter to Genl. Ingary as well as a copy of the papers it inclosed, which officer has very sound judgment, and will no doubt take such measures as will most effectually subserve the interest of your house and that of American Commerce generally.

Yours Very Respectfully
Andrew H. Foote

St Augustine Lage Lago
St Paul de Leão

U.S. Brig Perry
Off Annapolis March 25. 1850

Sir

Will you do me the favor to give me a detailed account of the circumstances attending the capture of the *Bergue Navarre* by Her Majesty's *Steamer Kinsley*.

I ask for this information as the *Navarre* was boarded when under American colors, although displaying Brazilian colors when captured.

I have the honor to be Sir

Respectfully

159, Andrew A. Foote

Lieut Comdr

Commander John S. Suter
Comdr A.M. *Steamer*
Kinsley

Copy of a letter in reply to the preceding, a page 30.

A.D.M. S.S. *Kinsley*
Off Annapolis 26th March 1850

Sir

In reply to your letter of the 25th inst. I beg to inform you that the *Slave Bergue* seized under the Brazilian flag on the 19th inst. had flying at the time she was boarded an American Ensign. The boarding officer having doubt of her nationality in consequence of her papers not appearing to be regular, I, although severely ill of dysphoria at the time, considered it my duty to go on board, when being convinced that her papers were false, I informed the person calling himself master of her, that it was my duty to send him to the American Squadron, or in the event of not falling in with them, to *Ward*, he said he hoped I would not do so; I told him I had no alternative, he immediately went upon deck and ordered the mate to haul the American ensign down, to them it overboard, and to hoist their proper colors, the American ensign was hauled down and then overboard by the mate, who immediately hoisted the Brazilian ensign; a man then came on deck from below saying I am the Captain of this vessel, she is Brazilian property and fully fitted for the slave trade, which the person who first appeared acknowledged, stating that he was himself a Brazilian subject, having obtained this from them in writing, the person who first called himself Captain having signed it as Antonio Jose Ferreira and having had the signing of the document witnessed by two officers of *Kinsley*; I now opened her hatches, found all the Brazilian crew below, slave deck laid, water filled, provisions for the slaves, and slave shackles.

The Americans on board appeared a vessel not to be landed at Annapolis, I asked them if they

Capt Foote
U.S. Ship of War
Kinsley

wished to be given up to an American man of war, if so found taken on board the Pinelly, they said they would, and as they all declared, that when they left Rio, they were not aware they had shipped for a slaving voyage, and did not know it until she regularly fitted at a slaver at St Catharina, I took them on board & delivered them up to you at St Paul de Inda.

I have the honor to be

Sir J. de Almeida e Silva,
John Tudor
Commander

Copy of a letter from the Hon Geo F. Hastings
Comdg the South West Division of the Navy
on the Coast of Africa.

H. F. M. Steam Ship, Cyclops
Off Anking 24th March 1855

Sir

It affords me great pleasure to witness the presence of a United States vessel of war on the south west coast of Africa, to be employed in the cooperation with British vessels in the suppression of the Slave Trade and I therefore take the liberty to transmit to you, by the officer who you kindly sent to wait upon me, two documents connected with Brazilian Slave vessels, who have lately come over to this coast from Brazil displaying the American Ensign, and presenting to the English Boaring Officer (as we have proved) fraudulent American papers.

I assure you that in the necessary examination of these papers, every respect has been paid to the American Flag, and

the visit made in strict accordance with the Treaty between the United States of America and Great Britain, and it was not until the masters of the different vessels voluntarily hauled down their Ensigns, and destroyed their papers, informing us at the same time, that they were Brazilians, that any possession was taken of them.

The Copy of a letter I sent you was addressed to me by a Lieutenant of the Cyclops who embarked on the Pinelly to St Helena, on board of which vessel were two American Steamers, will give you some idea of the plan pursued, on their statement, by parties in the Brazil, to equip and man Brazilian Slave vessels.

It will afford me sincere pleasure to give you every assistance, and information that may be in my power, for the furtherance of the service on which we are both engaged.

I have the honor to be Sir

Your obedient servant
(Signed) Geo F. Hastings
Capt H. F. M. Navy

To
Lieut. Fooks
Comdg US Sloop of War
Pinelly.

Copy of a letter from Commander Tucker of
H.M.S. "Porpoise".

H.M.S. "Porpoise"
Leamoe 21st March 1850

Sir

I beg to forward you the information you requested, relative to vessels, that have been boarded by "Porpoise" or her boats, upon her station off the Coast, under the American flag, all of them vessels have taken slaves, from some part of the Coast or other, and with the exception of the "Tency Ann" taken by H.M.S. "Porpoise" with 500 and upwards on board, have escaped, although each of them, had been boarded by most of the Cruisers on the Station, previous to shipping, but not having the right of search upon overhauling their papers and to the best of our judgment, not being able to detect any inaccuracies in such papers, our duty with the American flag, ended; There are vessels that have been boarded by myself or boats but the Senior Officers of the Division (The Hon. Captain Hastings) can give you a list of many more, all of which would have been good prizes to any American man of war, or officer having the right of search, for we are well assured, that all of them came on to this Coast fully fitted and equipped for the Slave Trade.

From the sentiments you expressed (when I had the pleasure of seeing you last night) relative to the determination of your Government, not to allow the flag of the State to be made use of as a cover for carrying on this inhuman traffic, I regret much that the pleasure of making your acquaintance, has only fallen to my lot

at a moment, when the time of my service on the western coast of Africa has expired, but feel satisfied that not only on the part of the Senior Officer of the Southern Division, (The Hon. Captain Hastings) but also of my brother Officers still remaining on service on the Coast, you will meet with the most cordial co-operation in the suppression of the Slave Trade.

I sail tomorrow on my way towards England, and shall be most happy to take charge of any letters or Despatches, you may wish to send.

I send you a gun for your boat service which as it is my own private property, I beg you to accept, and with every wish for your success

I have the honor to be
Sir, Your most Obedt. Servt.
John J. Tucker
Commander

Captain Foster
H.M.S. "Porpoise"
Terry

Wm Briggs Perry
At Sea March 24th 1850

32

Sir

Enclosed are copies of letters which have passed between Commander Isaac of the *Majesty* Steamer *Firefly* and myself in relation to the capture of the *Barque* *Marave* which was boarded when under American colors, and captured under Brazilian colors.

I also transmit a copy of a letter and papers addressed to me by the Hon Captain Hastings of Her Majesty Steamer *Cyclops*, Comdg the Southern Division of Her Majesty's Squadron on this coast, explaining of the course pursued by English Cruisers who have captured vessels when under a foreign flag, but which displayed the American flag when boarded by English officers.

I have the honor to be

Sir Very Respectfully

Your Obedt Servt

(Signed) Andrew A. Fiske

St. Louis

Hon Wm Bullard Preston
Secy of the Navy
Washington

Wm Briggs Perry
At Sea March 25th 1850

33

Sir

You will proceed in the *Launch* to the north not exceeding the distance of twenty miles, examining closely all bays and inlets, and return to this vessel at or before midnight tomorrow.

Should you meet with a suspicious vessel having reason to suppose her to be American, you will satisfy yourself as to her character by an examination of her papers, but in no case will you exceed the instructions accompanying this order.

Respectfully

Your Obedt Servt

(Signed) Andrew A. Fiske

Capt Wm L. E. Stone

Wm Briggs Perry

Wm Briggs Perry
At Sea 28th March 1850

Sir

Enclosed are Muster Roll of the officers and crew of this vessel, also returns of Enlistments, Discharges and Parolemen.

I have the honor to be

Sir Very Respectfully

Your Obedt Servt

(Signed) Andrew A. Fiske

St. Louis

Hon Wm Bullard Preston
Secy of the Navy
Washington

US Flag, Perry
At Sea Off Anking
April 5th 1850

35

Sir
Enclosed are Quarterly Returns of
Organized Equipments and Stores for the first
quarter of this year.

Yours Very Respectfully
John A. Smith
Andrew & Smith
St. Louis

Comm^{dr} Lewis Harrington
Chief of Bureau of
Organized Equipments & Stores
Washington
D.C.

US Flag, Perry
Off Anking April 8th 1850

Sir

I have learned through Capt. Small
that Commodore Bancham has concluded a conver=
sation that I had with him in the cabin of Her
Majesty's Steamer *Centaur*, in relation to Capt. Indur's letter
and the subject of the slave trade, which related
expressed my private unofficial opinions, and
official approval of Captain Indur's course and
that of the British Office generally.

I beg leave to state that I had no idea of
expressing such an opinion on these subjects,
which the circumstance of not answering the letter
of Captain Indur, or your own letter to me, expla=
nation of the course pursued by British Cruisers,
would not only indicate, but on the contrary
having informed Captain Indur and yourself
that I wished to consider your communications
official, and to transmit them to my government,
might rather have led to the real conclusion,
that with me it was a question how my
government would view and act in the matter
under consideration.

I have the honor to be

Very Respectfully

Yours at Sea,

(50) Andrew & Smith

St. Louis

John A. Smith
Commanding the Southern
Division of Her Majesty's
Forces on the South West
Coast of Africa

U.S. Brig Perry
At Sea April 18 1850

Sir
Your letter of the 9th inst enclosing a communication addressed to you from the Hon^{ble} Capt Hastings of Her Majesty's Steam Cyclops, wherein I am mentioned in connection with the Navarre and the Catharine, with your directions to report on the same, has been received.

In relation to the Navarre, her Captain & mate went on shore on the arrival of Her Majesty's Steam Frigate at Seaside, and did not at any time come on board of the Perry, altho' I requested Captain Stoddard of the Barque Catharine to inform the Captain of the Navarre, that if he had any complaint to make, if he would come on board I would attend to it while the Frigate was present. There were six American seamen on board of the Navarre when captured, who I received on board of this vessel at their request, as they stated that they had been deceived as to the object of their voyage and wished to be conveyed to Commodore Ingham, Comd'g the station, but on reconsideration they applied to go on shore and having no evidence of any breach of the laws of the United States which would authorize their detention, five of them were permitted to leave this vessel, and the remaining one was, at his own request, yesterday sent on board of the John Adams under your command.

In relation to the Cuban's launch bearing the Catharine, no complaint was preferred to me by Captain Stoddard her commander. Being underway on the arrival of the Catharine at Seaside, I had no communication with her, except to send the letter bag on board by my clerk, who on his return reported that Captain Stoddard or the mate had sportively remarked, that the Cyclops had again fired at him, & when the boat came alongside he had told the officer to tell his Captain, "that he had better take his precautions to himself" —

I am Sir Very Respectfully,
Commander David McDowell
Comd'g U.S. Ship John Adams

Your Obedt Servt
Andrew H. Fiske, Jr. Comd'g

U.S. Brig Perry
At Sea April 14. 1850

Sir
The Brigantine Simon Baden having left Seaside on the 12th inst under suspicious circumstances I have sent Lieut Cook to the Hon^{ble} Capt Hastings who has acceded to my suggestion of going in pursuit of the vessel in H. M. S. Cyclops, taking Lieut Cook with him, so as may be properly represented in the event of overhauling the chase.

P.M. I will give you the particulars of the Simon Baden's leaving the coast & the unavailing efforts of this vessel & two of her boats in overhauling her.

At the suggestion of the Hon^{ble} Capt Hastings I send to Seaside to attention of the Simon Baden is this

I am Sir Very Respectfully
Your Obedt Servant
(signed) Andrew H. Fiske
St. Paul's

Commander David McDowell
Comd'g U.S. Ship
John Adams
At Seaside

Wm King, Esq.
Off Albany April 17th 1850

39

Sir

I have rec^d your communication of the 15th inst in relation to a report which I had communicated through L. Hunt, that the Brigantine "Louisa Beaton" had shipped a cargo of slaves at Albany, and accordingly to your request I will furnish a copy of it to Comdr. Smith for the information of former Congress.

I board the "Louisa Beaton" at New Bedford day before her arrival upon her to be a legal ^{american} trader, which character she sustained while at anchor with the general mind of our at Albany.

I had no reason after an absence of three days to suppose that she could in the mean time have been fitted for a slave cargo, and therefore I did not consider it my duty again to board her, and I am happy to inform you that the report of the Louisa Beaton having taken slaves at Albany is untrue, and that she is now at New Bedford.

In relation to your not taking it for granted that the flag displayed by any vessel is a sufficient evidence of her nationality, I remark, The flag which a vessel wears is *prima facie*, altho it is not conclusive evidence of her nationality. It is a mere emblem which begs the true question when it is worn by those who have no right to it. On the other hand those who lawfully display the flag of the U. States will have all the protection it supplies. Therefore when a foreign cruiser boards a vessel under this flag she will do it upon her own responsibility.

Hon^{ble} Capt Geo D Backings
Comdr the Sackett River
of H. Majesty's Forces
Gt. Port of Africa

I avail myself of this occasion to tender you my thanks for your kind attentions to Lieut. Smith, as well as for the valuable information imparted to me during our ^{correspondence} ~~correspondence~~ for the suppression of the slave trade.

I have the honor to be
Very Respectfully Sir
Your Obedt Servt

1850 Andrew H. Park

St Albans

U.S. Brig Perry
Prince Island April 27th 1850

40

Commodore

Agreeably to your orders of the 9th of January, I proceeded via Panama, south of the Equator, and have pursued such a course as I conceived best calculated to suppress the slave trade consistently with a due regard to the protection of American Commerce. The accompanying letters & papers will give you detailed information on this subject.

We have boarded or observed the character of many vessels, with one exception (which the ^{my vessel} went with the gun in their weather attempted to overhauled) that we have seen. Our boats in charge of St. Roch & P.M. Steamer have been absent from the vessel respectively at night as well as during the day & overhauled vessels at a distance of ten or fifteen miles from us, no efforts have been wanting to capture slaves. But I am informed by the Senior Officer of H. Majesty's Force on this side of the Equator who is in communication with a line of Steamers sailing north, that no suspected slave vessel the Barge Casare which was captured by a British Steamer before we had reached that part of the coast, has been seen since our arrival.

Some arrangements with the Naval Dept. Hastings Comdr. Her Majesty's Steam Ship Cyclops Senior Officer of the British Force south of the Equator to enter in company, that each might be in a condition to report the rights & present the color of the flag of its own country in case of suspecting suspicious vessels, while on this service off Ambing on the morning of the 24th of April and discovered the vessel John Adams when I reported myself to Commander Powell and gave him all the information which I possessed with copies of most of the letters and papers herewith transmitted.

Having had an opportunity of communicating with the Navy Dept. by a vessel bound direct to the States I forwarded a part of the enclosed dispatches to the Hon^{ble} Secretary of the Navy - supposing that it would be agreeable to your wishes, (as you had authorized me thus to communicate) that the Government should be put in possession of the information as early as practicable.

We have been constantly cruising at sea since leaving Panama with the exception of five days at anchorage in St. Philips de Banguela - Six days at St. Paul de Luanda & three days at Ambing making 14 days in port & twenty eight days at sea.

The health of the Officers and Crew has not materially suffered from the service in which we have been engaged.

I am Sir Henry R. C. P.
Your Obedt Servt
A. H. P.
J. C. P.

Comdr. J. H. Gregory
Comdr. U.S. Naval Force
Port of Africa

U.S. Brig Perry
Princes Island April 29, 1850

41 Sir

On leaving Anvik for this place on the 2^d inst. I received on board by order of Commander Bond, from the John Adams, as supercargo, Mr. D. Fabille late Surgeon's Steward of the John Adams, also John Robinson, George Foster & J. M. Planchard, seamen, who had been received by Commander Bond at Scanda having been on board the Barque Navarre when captured by the B. M. property Steamer Driftly, and who had requested to be sent to the American Commodore.

The Chief Boatswain's Mate of this Brig John Collins, has on several occasions been intoxicated and reported by the officers for insolence and insubordination. Yesterday the Acty. Master Mr. Simmons reported him for refusing duty & for insolence, when I ordered him confined.

Having no Boatswain on board & this man having performed that duty, I consider that his longer remaining in that situation or in any other on board would prove detrimental to the vessel. I therefore respectfully request that he may be transferred to some other ship.

I am Sir
Very Respectfully

Your old Servt

(sg'd) Andrew H. Fork
Lieut. d'g

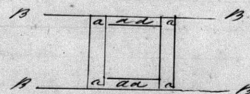
Comdr Francis H. Gregory
Comdg U.S. Naval Forces
Coast of Africa

U.S. Brig Perry
Princes Island May 3rd 1850

42 Sir

The Ward Room hatch of the Brig is now so small & blocked up by high bents as to afford very insufficient ventilation to that apartment. Dr. Johnson, the Fleet Surgeon, Dr. Henshaw of this vessel & Dr. Vanvorst Opl Surgeon of the Portsmouth, have examined the hatch this morning & comparing it with the size of the apartment it is designed to ventilate, have stated that they think it too small.

The following is a plan of the hatch.



A.A. have 22 ft x 10 ft pieces, & a.d. thwartship pieces.

The Ward room hatch thus remains the size of the figure a, a, a, a.

I therefore request your authority to enlarge the said hatch by removing the thwartship pieces d, d, and thus allow it to extend to the beams both forward & abaft.

The hatch at present is 9 1/2 feet wide & 2 1/2 feet long. By removing the thwartship pieces it might be made 4 feet long, thus being the distance between the beams.

I also request permission to cut down the bents 12 inches they being now 20 inches striking out a great deal of air & light from the wardroom.

I am Sir

Very Respectfully
(sg'd) A. H. Fork

Comdr Francis H. Gregory
Comdg U.S. Naval Forces
Coast of Africa

"Copy"

U.S. Ship Portsmouth
West Bay, Prince Island
May 2nd 1850

43 Sir
Your letter of the 27th April, reporting your proceedings with the old Brig "Perry" on the Southern Coast of Africa, and the correspondence had with several officers of H. B. Majesty's Navy, and others, respecting the employment of merchant vessels of the United States - and the abuse of its flag, for the purpose of carrying on the slave trade, has been received.

The career you have pursued, meets my fullest approbation - and the zeal, ability and energy with which you have discharged the important duties assigned you, commands my highest respect - and I have no doubt will be most favorably considered by the Hon. Secretary of the Navy.

It is now a matter of great importance to keep one of the Squadron upon the Southern Coast - not having provisions sufficient in this ship, to enable me to proceed directly there, - and the "John Adams" having nearly expended her stock, will be compelled to return to Porto Praya by the first of June. Under these circumstances, I have to think that your make requisitions upon this ship, for as full a supply as you can conveniently store, and prepare your vessel for immediate service on the Southern Coast.

I am Very Respectfully,
Yours Truly,
J. A. Guerry
Comd'g. H. B. Squadron

44
Lieut Comd'r H. B. S. S. S.
Comd'g. Old Brig
"Perry"

44
U.S. Brig Perry
At Sea May 16th 1850
Gentlemen

You will hold a stock and careful survey on a quantity of Rice and Provisions, reported by Pareau for H. B. Majesty's Navy as unfit for issue - and report accordingly.

Very Respectfully
Yours Obedient Servant
Signed: Andrew H. Foote
Lt Comd'g.

Lieut Madison Rush
Adjutant Maurice Simons
Adjutant H. B. S. S. S.

U.S. Brig Perry
At Sea May 31st 1850

45 Sir
Enclosed are Muster Rolls of the Officers and Crew of this vessel, also Returns of Transfers and Discharge.

I have the honor to be
Sir Very Respectfully
Yours Obedient Servant
Andrew H. Foote
Lt Comd'g.

Hon. Wm. G. P. P.
Secy of the Navy
Washington
D.C.

Sir

U.S. Brig Perry
Off Ambry June 4th 1850

You will assume the Command of the American Slave prize ship "Martha" of New York and proceed with her to the port of New York and report yourself and vessel to the Commandant of the Naval Station, and to the Civil Secretary of the Navy for instructions.

Very Respectfully
Your Obedt Servt

(Signed) Andrew A. Cook.

A. Cook

Lieut Madison Rush
U.S. Brig Perry

U.S. Brig Perry
Off Ambry June 7th 1850

Sir

You will report yourself to Lieut Rush for duty on board of the American Slave prize ship "Martha" of New York.

Very Respectfully
Your Obedt Servt

(Signed) Andrew A. Cook.

A. Cook

Actg Lieut Maurice Simons
U.S. Brig Perry

Commdr.

U.S. Brig Perry
Off Ambry June 4th 1850

Aequally to your orders of the 6th ult^o having left Prince's Island, I made the best of my way for Ambry, off which place arrived on the 5th Inst. I then learned that the "two Adams" Commander Powell was probably at St Paul de Janeiro for which place I accordingly shaped my course, on the 6th Inst. at 3 P.M. made a large ship to windward standing in for the land towards Ambry. At 4 came abreast the chase which had "Martha" New York painted on her stern. The ship hoisted American Colors when I sent the 1st Lieut McKush to board her. as McKush was pulling alongside, those on board discovered by his uniform that we were American. He having hoisted no colors the ship hauled down the American and hoisted Brazilian Colors. Lieut Rush boarded her and asked for papers and other proof of nationality, when the Captain Henry W. Merrill said that they had no papers, log, or any thing else, at this time something was thrown overboard when I sent another boat & picked up the mutiny dock of the Captain which contained sundry papers & letters, then with other papers identifying the Captain as an American Citizen belonging to Depochar Maine, and the owner of 3/8th then 5/8th of the vessel, a merchant by the name of Joshua W. Hays, who I am informed is an American residing at Rio de Janeiro, after securing satisfactory proof that the ship "Martha" was a Slave and showing the flag of the U.S. at 6.30 P.M. we sent her as a prize.

Captain Merrill admitted that the ship Martha was fully equipped for the Slave trade and that she was a lawful prize. We found on board in confirmation of the Captains statement. One hundred & twenty six Casks filled

with water containing from one hundred to one
hundred & fifty gallons each one hundred and
twenty lbs gunneth for slave food, twenty sacks
of beans, slave deck ready for laying, four iron
boilers with bricks for building furnaces under
them for cooking slave provisions, four barrels with
the necessary ^{and} wood for securing slaves to the deck,
four hundred wooden spools for feeding slaves,
between thirty & forty muskets, and an equipment
between the crew Joshua Dr Clapp merchant in
No. 2 Lane & Captain Henry M. Merrill a Quaker,
also said Clapps receipt for 2,500 lbs of rice, probably
given by Captain Merrill as security.

There being thirty five souls on board of this
prize many of whom apparently foreigners, I
deemed it necessary to send a strong force of twenty
five of the crew of this vessel, with Drush Comdg
and Actg En Signers, that the prize might be
safely conducted to the port of New York, for which
place she takes her departure this evening.

I am Sir
Yours Respectfully
Yours Obedient

signed, Andrew A. Fort
Sunt Comdg

Comm Francis A. Gregory
Comdg US Naval Forces
East of Africa

U.S. Navy
Offc Ambury 7th June 1850

Sir

I have the honor to enclose a copy
of a letter addressed to Comm Gregory Comdg
the US Naval Forces on the Coast of Africa
in relation to the capture of the American
Ship Martha of New York engaged in the
Slave trade.

I have the honor to be
Sir, Very Respectfully
Yours Obedient

(signed) Andrew A. Fort

St. Andrew

Mr Wm Hallard Quaker
Secy of the Navy
Washington
D.C.

U.S. Brig Perry
At Sea June 8th 1850

Sir

You are appointed an Acting Lieutenant
and on board of this vessel.

Very Respectfully
Your Obedt Servt

(Signed) Andrew M. Foote

At Command

Acting Master Walter B. Jones
U.S. Brig Perry -

U.S. Brig Perry
At Sea June 8th 1850

Sir

You are appointed an Acting
Lieutenant on board of this vessel.

Very Respectfully
Your Obedt Servt

(Signed) Andrew M. Foote

At Command

Acting Master Edmund Shepherd
U.S. Brig Perry -

U.S. Brig Perry
At Sea June 8th 1850

Sir

You are appointed Acting Master
on board of this vessel.

Very Respectfully
Your Obedt Servt

(Signed) Andrew M. Foote

At Command

Acting Master Edward E. Jones
U.S. Brig Perry

U.S. Brig Perry
St Paul de Loando
June 12th 1850

Sir

I have the honor of enclosing
you a copy of a letter addressed to Commodore
Francis H. Gregory, Comd'g the U.S. Naval Forces
on the Coast of Africa.

I have the honor to be
Very Respectfully
Your Obedt Servt
Andrew M. Foote
At Command

Hon. Wm. Patterson Preston
Secy of the Navy
Washington
D.C.

U.S. Brig Perry
St Paul de la Roche
June 12 1850

54 Commodore

We arrived at this place on the 9th inst., where I received a communication from Commander Smith stating that his stock of provisions being exhausted, he should sail on that day, the 26th ultimo for Port Praya, via Benguela, touching perhaps at St Helena, also the copy of a letter of protest which was directed to Captain Hudson Esq. Fort Castings, Comdr of the Southern Div. of the Majesty, Naval Force South Coast of Africa.

The Hon. Captain Hastings has just arrived and has sent me two letters addressed to Commander Powell, in reply to his letter of the 2nd ultimo, and this letter of protest of the 22nd ultimo, requesting me to forward these letters to Commander Powell and to Command Gregory at my earliest convenience.

The American Slave Ship, "Martha" of New York, captured by this vessel off Angra on the 6th inst., sailed on the following day for New York, under command of Lieut. Rush, with acting Lieut. Simons, and a prize crew of twenty five men. I forwarded by the "Martha" a copy of my letter to you, of the 4th inst., giving an account of the capture with a full list of the Officers and crew of this vessel, to the Hon. Secretary of the Navy.

Having been four days in port and prepared the vessel for cruising, I sail this day for the Congo River via Ambray, from whence my present plan is to beat up along the coast as far as Benguela.

Comdr. Francis H. Gregory
Comdr. U.S. Naval Force
South Coast of Africa

57 I have purchased thirty lbs of bread which altho' of very inferior quality, as well as that we have on board is all that can be obtained on the coast, and need then a supply of other parts of the ration, I should have purchased a sufficient quantity to enable the vessel to remain on the Southern Coast for a month longer than proposed when leaving Pamiu Island.

I shall purchase provision to prolong our cruise here, if it can be obtained, in the event of not being timely relieved, as the constant presence of a man of war here is desirable.

Thus being vacancied I have appointed two Acting Lieut. and a transfer, from the "Pep" to the "Clark", Thimothey Stone, who came out in the vessel, but with the express understanding that these appointments, should in no way be considered as an objection to their resuming the duties assigned them on board this vessel, when leaving the flag ship, should you send Officers to supersede them.

I am Sir, Very Respectfully
Yours Obedt Servt
(Signed) Andrew H. Porter
Lieut. Comdr.

U.S. Brig Perry
S. W. Coast of Africa July 1st 1850

55

If a vessel hoists the American flag - Is of American build - Has her name and place of ownership in the U.S. registered on her stern, or has had a part of these indications of her nationality. You will on boarding ask for her papers, which papers you will examine and retain, if she excite suspicion of being a slave, until you have searched sufficiently to satisfy yourself of her real character. If the vessel be American, and doubts exist as to her character you will detain and bring her to this vessel, or if it can be done more expeditiously, you will dispatch one of your boats communicating such information as will enable me to give specific directions, or to visit the vessel in person.

If the vessel be a foreigner, you will on the moment of ascertaining the fact leave her, declining even at the request of the Captain to search, or to endorse her character. As it must always be borne in mind that our Government does not permit the search and detention of American vessels by foreign cruises, and is consequently particular to observe towards the vessels of other nations the same kind of conduct, which she expects from foreign cruises towards her own vessels. You will also remember that our squadron is in this coast, solely for the protection of American Commerce, and for the suppression of the Slave trade as far as it may be carried on by American Citizens, or under the American flag.

Enclosed are the Instructions to the Boarding Officer, and the orders of the Government, for your guidance.

To the Boarding Officer
U.S. Brig Perry

Respectfully Yours
(Signed) Andrew A. Foote
S. W. Coast

South West Coast of Africa
At Sea July 2nd 1850

56

On making a sail at night, the Officer of the deck will immediately go to quarters - order the battery ready for action, and call the Captain, and all officers, should the strange sail fire a gun or musket, a gun must be promptly returned, without waiting the Captains orders. Two guns must be clear and ready for firing at any moment.

While it is enjoined upon the Officer of the Deck, to be prompt in returning a fire even more offensively than it is made from the other vessel - He is at the same time, not to fire a shot into another vessel, except by order of the Captain, but will fire it ahead or astern of her, unless a shot be fired ^{into our} from the other vessel, in which case he will of course fire into her.

Respectfully
(Signed) Andrew A. Foote
S. W. Coast

To the Officer of the Deck
U.S. Brig Perry

At St Paul's
Offending June 22nd 1850

Sir
I have received your letter of the
11th instant, enclosing two letters to Commander
Dunell, Commanding the U.S. Ship John
Adams, and agreeably to your request
I will, by the earliest opportunity, forward
them to that officer, or to Commander
Gage, Commanding the U.S. Squadron
in the Coast of Africa.

I have the honor to be
Sir, Very Respectfully
Your Obedt Servt
Signed Andrew H. Cook
St Paul's

Hon Capt Geo D. Hastings
Comd'g the Southern Division
of H B M Forces.
Coast of Africa.

At St Paul's
St Philip de Bonaquela
July 9th 1850

Gentlemen

You will hold a strict and careful
survey on a quantity of Broad reported
by Isaac Watmough as unfit for issue,
and report accordingly.

Very Respectfully
Your Obedt Servt
Signed Andrew H. Cook
St Paul's

Chaplain Surgeon A. J. Henderson
Acty Lieut. Commr. Shipboard
Acty Master C. E. Stone

102
 US Brig Perry
 Off Ambry July 17th 1850

59 Sir

I have received your letter of the 16th inst with accompanying documents in relation to the capture of the Slave equipped Brigantine "Valencia" by H M Steam Cutter.

As the Brigantine in question first displayed American Colors, I will be obliged to you for any additional information which you can give me - as to the nature of the papers found on board - the reasons for supposing them to be false, and the disposition ^{made} of them.

Will you also have the goodness to inform me, if there was a person on board, apparently American, representing himself as Captain in the first instance - and if the vessel was declared to be Brazilian on first being boarded, or not until after her capture had been decided upon & announced to the parties in charge.

I have the honor to be
 Sir Very Respectfully
 Your Obedt Servt

(Signed) Andrew H. Proke
 Lt Comdr

Hon Capt Sir J Hastings
 Commanding H.M. Station
 Division of H M Forces
 Coast of Africa

US Brig Perry
 At Sea July 19th 1850

Gentlemen

You will hold a strict and careful survey on a quantity of Beans and Rice reported by James Watmough, as unfit for issue, and report accordingly.

Very Respectfully

Your Obedt Servt

(Signed) Andrew H. Proke

Lt Comdr

Offg Surgeon A. A. Henderson
 Acting Lieut Edmund Shepherd
 Acting Master Edward C. Stone.

US Brig Perry
 At Paul de Caen August 3rd 1850

51 Sir

You will proceed with the launch of this vessel on a cruise off Ambry and in boarding, searching and in case of detaining suspected vessels. You will be governed by the instructions herewith furnished you.

You will rejoin this vessel on or prior to the 10th instant.

Wishing you a pleasant time, and a successful cruise.

I am Respectfully
 Yours &c

(Signed) Andrew H. Proke
 Lt Comdr

Actg Lieut W. Jones
 US Brig Perry

U.S. Brig Perry
St Paul, de Lando
August 5th 1850

62 Sir

I herewith transmit letters and papers, giving detailed information of our operations, since leaving Prince's Island under your orders of the 6th of May.

Copies of letters in relation to the capture of the American slave equipped ship *Martha* of New York, together with other occurrences, prior to the 12th of June, have been forwarded to the War Dept of the Navy.

Agreeably to the plan of cruising which will be found in the accompanying letter of June 12th, we left Porto on the day following, & proceeded north to the Congo, and after cruising off that river for several days, beat up the coast as far as Cape May, in 13° south lat., the southern limit assigned as our cruising ground in your order of the 9th of January. We have boarded or ascended the character of all vessels that we have seen, a description of which is given in the accompanying sailing list.

On the night of the 2nd inst., when the character of the vessel could not be recognized, an exchange of musket fire took place between the vessel and U.S. Brig *Albatross*. The *Albatross* having fired first and tendering no explanation as the vessel passed each other, I subsequently sent an officer on board for an explanation and an apology, which her Commander made to that officer, and immediately came on board of this vessel himself, and renewed in a satisfactory manner, assuring me that he would have come on board at the time.

Comdr Francis H. Gregory
Comd'g U.S. Naval Forces
East of Africa

but for the unseasonableness of the hour, and supposing that as we had fired last, the matter to us was satisfactorily settled.

Arriving at Ambing on the 17th ultimo, I received the accompanying letters and documents from the Hon. Captain Hastings, Comd'g the Southern Divⁿ of U.S. Forces, in relation to the capture of the slave equipped Brigantine *Olinda* by U.S. Steamer *Rattler*, which Brigantine was boarded when under American colors, but captured as a Brazilian vessel. As this case, in many respects is similar to a number which have already been made the subject of correspondence, and the letter of Captain Hastings with accompanying documents, not having given all the information desired, I was induced to address a letter to Capt Hastings inquiring, as to the character of the papers - the reasons for supposing them to be false, and the disposition made of them, also whether there was an American representing himself as captain in the first instance, and whether the capture was decided upon and announced to the parties in charge before, or after the vessel was declared to be Brazilian. Capt Hastings replied to this letter, stating that he would call on the Commander of the *Rattler*, for the information solicited, and would endeavor to transmit that officer's reply to me before our departure for the north coast on the 15th inst.

Our Commercial intercourse with the provincial Government of Patiguat and the natives on the coast, has been uninterrupted. The question arising in regard to the Treaty with Patiguat, whether a vessel by touching and discharging part of the cargo at a native port is still exempt from payment of one third of the duties on the remaining cargo as guaranteed by Treaty when coming direct from

from the US has as I am informed been submitted to our Government. You will probably recollect, when we were on this coast in March last, that I forwarded some papers to you (obtained from a mercantile house here) from the State Department in relation to this subject.

Having landed eighty days since leaving Princeps Island, and our provisions being nearly exhausted, on our arrival, I concluded to remain in this port until the 15th instant, especially as the vessel required to be put in order, the crew refreshed after long service, and believing also that the constant presence of a man of war on the South Coast to be in accordance with your views. In the mean time I have despatched the Launch in charge of the Executive Officer Mr. Walker to find, on a cruise off Antigua & Ambiguette as our presence here may embolden the Slave Merchants to make their shipments from those places, provided no American Cruiser is at hand to prevent them.

I am Sir

Very Respectfully
Yours Old Servt

1851 Andrew H. Foote

St. Johns

US Brig Perry
St. Paul de Loanda
1st Aug 1850

Sir

Enclosed are Muster Rolls of the
Officers & crew of this vessel, also Returns
of Punishments, Discharges & Transfers

I have the honor to be

Sir Very Respectfully

Your Old Servt

1851 Andrew H. Foote

St. Johns

Hon. Wm. Ballard Preston
Secy of the Navy
Washington DC

68
Semi Official

US Brig Perry
Leaves August 9th 1850

64
Sir

Enclosed is an application of
Lieut. Penhew for permission to return to
the United States.

Lieut. Penhew informs me that this
application is made from no desire to
shrink from an investigation of his
conduct, but from the peculiar circumstances
of the service forbidding, for a great
length of time, an opportunity for
investigation, still at the same time
he does not wish to be considered as
evading the investigation.

I am Sir, Very Respectfully
Yours Obedt Servt
Signed Andrew H. Fort

Comm Francis S. Gregory
Comd'g US Naval Forces
African Squadron.

69
US Brig Perry
S.W. part of Africa
August 10th 1850

65
Sir I have transmitted duplicate
prize lists of the Officers crew and Marines attached
to the Perry, at the time of the capture of
the slave equipped Ship *Martha* of New York.

I was on that occasion under the
impression that the Negroes, as they were
not shipped, were they being also changed
frequently when visiting Liberia, and returning
to the New Country, would not be entitled
to share prize money, but a different opinion
having since been expressed, I hasten to
transmit prize lists embracing the names
of the Negroes, that the Dept. may decide
whether they enclosed, or their forwarded
by the *Martha* are correct lists.

I have the honor to be
Sir, Very Respectfully
Yours Obedt Servt
Signed Andrew H. Fort
St. M. 19

John Wm. Ballou District
Surgeon of the Navy
Washington
D.C.

U.S. Brig Perry
St Paul de Loando
August 12th 1850

66

Sir

In my communication of the 5th instant mention was made of the Launch of this vessel having been previously to your arrival dispatched on a cruise off Ambing and Ambingelle in charge of Acting Lieutenant Walter F. Jones for the purpose of suppressing the shipment of slaves from these places while our vessel was from want of provisions &c necessarily detained in port.

The Launch returned on the 11th inst having been absent eight days during which time the vessels were boarded and other good service rendered by the judicious management of Actg Lieut Jones.

I am Sir Very Respectfully

Your Obedt Servt

Signed Andrew H. Foote
Lieut Comdg

Comdr Francis A. Gregory
Comdg U.S. Naval Forces
Coast of Africa.

U.S. Brig Perry
St Paul de Loando
August 15th 1850

67

Sir

Your letter of the 12th instant enclosing a communication from Commander Sumner of M. M. Steamer Rattles in reply to my letter of the 17th ultimo asking for further information in relation to the capture of the slave equipped Brigantine Volusia, has been received.

Commodore Gregory, Comdg the U.S. Naval Forces on the Coast of Africa has also arrived on the 5th inst, and being here present it becomes my duty to submit all official communications to him, and I have forwarded your letter and its enclosures accordingly.

I have the honor to be
Sir Very Respectfully
Your Obedt Servt

(Signed) Andrew H. Foote
Lieut Comdg

Honr Capt Jos F. Hastings
Comdg the Southern Divⁿ
of U.S. Forces
Coast of Africa.

US Brig Perry
Leande August 15th 1850

Sir
Enclosed are letters from the Hon^{ble}
Capt Hastings, Comd^g the Southern Divⁿ of
U^S Forces on the Est Coast of Africa
and Commander Cumming of H^M Majesty's
Steamer Rattler, in answer to a letter of
mine of the 17th ultimo soliciting further
information in the case of the Slave Equipped
Brigantine "Volusia", Captured by the Rattler,
which vessel first displayed American colors
and was subsequently seized as a slave on the
ground that she had no legal claim to American
nationality.

I also enclose my reply to these communications.

I am Sir Very Respectfully
Your Obedt Serv^t

(Signed) A. Andrew St. John
A Comd^g

Comm^o Francis S. Gregory
Comd^g US Naval Forces
Coast of Africa

US Brig Perry
off Leande August 17th 1850

Sir
You will take charge of the
American Brigantine Chateaufort and proceed
to St Paul de Leande in company with this
vessel, in order that the circumstances exciting
suspicion of her character may be placed
before Commander Gregory, Comd^g the US Naval
Forces on the coast of Africa.

Very Respectfully
Yours Obedt Serv^t
Andrew St. John
A Comd^g

Lieut. Wm P. Renshaw

US Brig Perry
Off Leande August 19th 1850

Sir

Aqually to your order of the 15th inst I proceed with this vessel to the coast of Ambry & there I saw at her anchorage the American Brigantine Chatsworth of Baltimore.

Leut Ketchum had arrived the day previously - was in possession of the papers & had made a partial examination of the vessel, which I continued for three hours.

We found a quantity of Rum &c. a number of planks (one hundred bags of Rum &c.) and one hundred & sixty planks having been according to the Captain's statement landed at Ambry, a quantity of jerked beef &c. with Casks & barrels of spirits, which articles were in sufficient quantity to lay a slave deck and provide food and water for a cargo of slaves. Thus with other articles corresponded general ly as far as could be ascertained, with the manifest, which paper was made out in the Portuguese language - a paper with the Consular seal authorizing the shipment of the crew all foreigners, was also found drawn up in the Portuguese language - for the register the vessel was called a Brig instead of Brigantine.

The character of the crew, the present Captain having been mate of the vessel on the last voyage, when as I am informed she took off a cargo of slaves - her being at anchor at the most notorious slave station on the coast, with other circumstances, impressed me so strongly with the belief that the "Chatsworth" came to this coast for the purpose of shipping a cargo of slaves, that I considered it my duty to direct Leut Ketchum to take the "Chatsworth" in charge and aqually to the enclosed order, proceed in company with this vessel to Leande, that the crew might undergo a more critical examination by the Commander in Chief.

I am Sir Very Respy

Yr Obedt Servt

Andrew N. Doot

Leut Comdr

Comdr Geo A. Sargent
Comdr US Naval Force
Coast of Africa

US Brig Perry
St Paul de Leande Aug 8th 1850

Sir

By authority of Commodore Francis A. Gregory, there being a deficiency of Officers attached to this vessel, I hereby direct you to perform the duties of Lieutenant, until further orders.

Very Respectfully

Your Obedt Servt

Andrew N. Doot

Leut Comdr

Acting Leut Edw A. Selden

US Brig Perry

US Brig Perry
St Paul de Leande Aug 8th 1850

Sir

By authority of Commodore Francis A. Gregory, there being a deficiency of Officers attached to this vessel, I hereby direct you to perform the duties of Lieutenant, until further orders.

Very Respectfully

Your Obedt Servt

Andrew N. Doot

Leut Comdr

Acting Leut W. D. Jones

US Brig Perry

US Brig Perry
St Paul de Leande Aug 8th 1850

Sir

By Authority of Commodore Francis A. Gregory, there being a deficiency of Officers attached to this vessel, I hereby direct you to perform the duties of Master, until further orders.

Very Respectfully

Your Obedt Servt

Andrew N. Doot

Leut Comdr

Acting Master

Edmund Shepherd

US Brig Perry

US Brig Perry
St Paul de Loando Aug 5th 1850

74

Sir

In consequence of having sent Lieut Rush and (acting) Lieut Simons to the US in the prize ship "Maucha", and there being in consequence vacancies in the grade of Lieutenants I have appointed Acting Master Jones and Pap^r Mid^l Shepherd Lieutenants, and Pap^r Mid^l Stone, Master, who have performed said duties from June 8th until August 5th.

I am Sir, Very Respectfully
Yours Obedt Servt

(Signed) Andrew A. Foote

Lt Comdr

Comdr J. A. Gregory
Comdr US Naval Forces
Coast of Africa.

US Brig Perry
St Paul de Loando Aug 26th 1850

Sir

The number of Officers allowed to this vessel having been much reduced, I respectfully request authority to appoint two suitable persons as Masters Mate, in order that the vessel may have a suitable number of Officers for the service upon which she is engaged.

I am Sir Very Respectfully

Yours Obedt Servt

(Signed) Andrew A. Foote

Lt Comdr

Comdr J. A. Gregory
Comdr US Naval Forces
Coast of Africa

US Brig Perry
Off Loando August 29th 1850

Sir

By authority of Commander Gregory I appoint you a Masters Mate on board of this vessel, which appointment is to continue in force until the deficiency of Officers which require this appointment be supplied from other sources.

I am Respectfully

Yours &c

(Signed) Andrew A. Foote

Lt Comdr

Mr Clark J. Field
US Brig Perry.

US Brig Perry
Off Loando Aug 29th 1850

Sir

By authority of Commander Gregory I appoint you a Masters Mate on board of this vessel, which appointment is to continue in force until the deficiency of Officers which require this appointment be supplied from other sources.

I am Respectfully

Yours &c

(Signed) Andrew A. Foote

Lt Comdr

Mr Huston Dordone
US Brig Perry.

US Brig, Penn
Off Annapolis Sept 2nd 1850

Sir

Aqually to the enclosed copy
of a letter from Commodore Gregory giving
permission and authority to appoint
two Master mates in consequence of the
reduced number of Officers attached to
this vessel. I have appointed Theodore
Quinn and Clark F. Wilcox as Master
mates, which appointments I respectfully
request may have your approval, in
order that the persons holding them, may
obtain the pay of that grade.

I have the honor to be

Very Respectfully
Your Obedt Servt

(signed) Andrew N. Goette
At Comd

Hon Wm Ballard Preston
Secy of the Navy
Washington

US Brig, Penn
Off Annapolis Sept 2nd 1850

Sir

By authority and with the
approval of Commodore Gregory I have
appointed Rufus Selden and Jones, acting
Lieutenants, and Mr. Shepherd, acting
Master. Copies of which appointments
and a letter authorizing them, from the
Commodore, are herewith enclosed.

I have the honor to be

Very Respectfully
Your Obedt Servt

(signed) Andrew N. Goette
At Comd

Hon Wm Ballard Preston
Secy of the Navy
Washington

US Brig Perry
Off Ambry Sept 2nd 1850

Sir

Aqually to the enclosed copy of a letter from Commodore Gregory giving permission and authority to appoint two Master mates in consequence of the reduced number of Officers attached to this vessel. I have appointed Theodore Devine and Clark J. Wilcox as Master mates, which appointments I respectfully request may have your approval, in order that the persons holding them, may obtain the pay of that grade.

I have the honor to be

Very Respectfully
Yours Alt Servt

(signed) Andrew N. Borte
Humbly

Hon Wm Ballard Preston
Secy of the Navy
Washington

US Brig Perry
Off Ambry Sept 2nd 1850

Sir

By authority and with the approval of Commodore Gregory I have appointed Messrs Selden and Jones acting Lieutenants, and Mr Shepherd acting Master. Copies of which appointments, with a letter authorizing them, from the Commodore, are herewith enclosed.

I have the honor to be

Very Respectfully
Yours Alt Servt

(signed) Andrew N. Borte
Humbly

Hon Wm Ballard Preston
Secy of the Navy
Washington

U.S. Brig Perry
Off Ambry Sept 5th 1850

Sir

You will proceed with the 1st Cutter of this vessel towards the American Brig "Chalworth", and at night drop your anchor sufficiently near her to ascertain if she ships a cargo of slaves. In which case you will seize her and remain in charge until we arrive in the "Perry".

You will return to this vessel at the expiration of one week, and sooner if circumstances render it necessary.

Respectfully
Your Obedt Servt
Andrew H. Froh
St Comdg

Acting Lieutenant
Edward A. Selden
U.S. Brig Perry.

U.S. Brig Perry
Off Ambry Sept 6th 1850

Sir

On leaving Lanta on the 28th ultimo I proceeded to Ambry and resumed cruising there in company with the Hon. Capt. Hastings.

We have boarded four vessels and among the number the "Chalworth", which vessel I sent to you at Lanta in charge of St. Renshaw. I found her papers still correct, but she had lumber that would answer for a slave deck and Janitor's room for food and liquor casked which may be available for water, together with other suspicious marks. I have dispatched a boat to remain sufficiently near to ascertain if she ships slaves.

In case the "Chalworth" leaves this place, if circumstances render it advisable, I will follow her as long as will be consistent with the performance of other duties which you have assigned me.

I am Sir Very Respectfully
Your Obedt Servt
Signed, Andrew H. Froh
St Comdg

Commr. Geo. H. Gregory
Comdg U.S. Naval Force
Coast of Africa.

US Brig Perry
Off Ambry Sept 7 1850

82

Sir

I will take charge of the
Master, remaining sufficiently near the
American Brig Chatham, suspected
of being engaged in the slave trade,
and in case she takes water, or an
article required to equip a slave vessel,
on board of her, you will detain her
until the return of this vessel.

If you have suspicions that she is preparing
to take on slaves, you will also detain
her until we meet you.

Respectfully
Yours Vt Servt
Arthur A. Fort
Lt Comdr

Acting Master
Edmund Shepherd
US Brig Perry

US Brig Perry
Off Ambry Sept 11 1850

Sir

On the 5th inst we proceeded to Ambryette leaving
a boat at Ambry to watch the movements of the
Brig Chatham.

While at Ambryette conceiving that it would
subserve the interests of the American factory established
there I called on the Queen of the surrounding Country
informed her that our government had sent a train
of War on the Coast to protect our Commerce and to prevent
American Vessels and American Citizens from being
engaged in the slave trade. that the Government was
friendly disposed to all nations and never made war
upon them when they permitted our people to pursue
their trade without molesting them, and impressed
upon her the advantages of trading with our people
with gun, copper, iron &c, instead of permitting her
own people to be sold as slaves for the purchase of
goods. The Queen complained that the train of War
especially her boats, chased her fishermen and took
forcibly from them their fish which were the prin-
cipal support of her people. I assured her that our
train of War or their boats were never permitted to do this
or in any way to molest her people, that we were her
friends and the friends of her people.

I am under the impression that occasional inter-
-courses of this kind with the native authorities will
subserve the interest of an increasing trade on the Coast
and with that view intend making a visit to the
most powerful King in this region who lives ten miles
in the interior.

I am Sir
Very Respectfully
Yours Vt Servt
Arthur A. Fort
Lt Comdr

Commr Geo A. Gregory
Comdr US Naval Arm
Coast of Africa.

W. B. P. Perry
Off. Amb. Sept 13th 1850

At Sea Sep 16th 1850

84

Sir

I enclose to your compliance between the Hon Captain Geo. F. Hastings Senior Officer of H. M. Frigate on the South West Coast of Africa and myself in relation to the detention and seizure of the American Brigantine "Chatham" "Louisa Beaton" by the two Brigantines "Dolphin", also letters from the Comd^r Temple, and Lt. Perkins, R. N., in relation to the same subject, and to the late Captain of the "Greyhound", a slave vessel, now Chief Mate of the "Louisa Beaton", together with the affidavit of Capt. Andrew H. Savage the Master of the "Louisa Beaton".

You will perceive by the papers herewith forwarded that I have suspicion of the case of Mr. Samlth the Chief Mate of the "Louisa Beaton" by obtaining from him an affidavit in case of the Slave Brigantine "Chatham" and securing his influence in inducing the Captain of the "Chatham" to give an affidavit in case of his own vessel, this with his having been Chief Mate with Capt. Savage of the "Louisa Beaton" who has rendered me good service in detecting the real character of the "Chatham" together with Geo. Hunt the Consul having shipped him on R. N. as Lancier for the "Louisa Beaton", with the knowledge of his having been in the "Greyhound" induced me to permit Mr. Samlth the Chief Officer of the "Louisa Beaton" to retain his place. I found Capt. Beaton shipwrecked in charge of the "Louisa Beaton" on my return from Ambazette when I advised the Master to resume the charge of his vessel, as Samlth saw that the grounds of his complaint were untenable.

Comd^r Wm. H. Perry

Comd^r of Africa

properly investigated and also accompany him to London assisting in promoting the interest of himself and owner, as their Consignee had lately become bankrupt. of the Brigantine "Dolphin" Comd^r Temple, accompanied by the Hon Captain Hastings came on board the morning and in the most unqualified manner expressed his deep regret at having interfered with the "Louisa Beaton", which was ^{notified above} from a total misapprehension of her character, having come up with and boarded her in the night.

As far as my observation has extended, I have found no disposition among the British Consuls to interfere with vessels which are bona fide American, be they legal or illegal, altho from the peculiar nature of the service upon which we are engaged in this coast, cases may occasionally occur somewhat similar to that justly complained of by the "Louisa Beaton" especially when as in the present instance, the Officer has just retired for the first time upon his duties as a Commodore at this station.

I am Sir

Very Respectfully

Your Obedt Servt

(Signed)

Andrew H. Perry

Comd^r of Africa

At Bury, Perry
off London Sep 13th 1850

Sir

Your letter of the 9th inst enclosing a letter from Lieut Comd^r Henry Temple Comd^r of H.M. Brigantine "Dolphin" and Lieut Rich^d Dantons of H.M. Steam Ship "Rattler" in relation to the chasing, boarding and detention of the American Brigantine "Luisa Beaton" on the 7th and 8th inst by Her Majesty's Brigantine "Dolphin" also in relation to the present mate of the "Luisa Beaton" having been Master of the "Grey Ann" when captured by H.M. Steam Ship "Rattler" with the Slave & cargo, had been received.

I have in person visited the "Luisa Beaton" conferred with the Master, taken his affidavit, examined her papers, and found her to be in all respects a legal American trader.

The Sea letter of which you speak as being usually given by Consular Officers after the transfer of masters, is only required when the vessel changes owner, and not when circumstances require, as in this case, the appointment of a new Master. The paper given by the Consul authorizing the appointment and stating the reasons for appointing the present Master, is in form, as are all the papers of the vessel.

I must respectfully decline being a party concerned in any arrangement of a pecuniary nature for the satisfaction of the Master of the "Luisa Beaton" for the detention and seizure of his vessel. If such an arrangement however be made between the Master of the "Luisa Beaton" and the British Officers, it will be my duty to see that it is carried out.

Comd^r of the Southern Division
of Her Britannic Majesty's Force
Coast of Africa

to give the information to my government.

The Government of the United States does not desire to edge a right in any other nation to arrest and detain the vessels of American Citizens engaged in Commerce, whenever a foreign cruiser shall venture to board a vessel under the flag of the United States, she will do it at her own responsibility for all consequences. If the vessel so boarded shall prove to be American, the injured party will be left to seek redress either in the tribunals of England, or by an appeal to his own Country, as the nature of the case may require.

I have carefully considered all the points in the several communications which you have sent me in relation to the seizure of the "Luisa Beaton" and I must unqualifiedly pronounce the seizure and detention of that vessel, wholly unauthorized by the Government of the United States, and as such it becomes my duty to make a full report of the case, accompanied with the communications which you have forwarded, together with the affidavit of the Master of the "Luisa Beaton" to the Government of the United States.

I was gratified to hear you as Senior Officer of Her Majesty's Force on the S.W. Coast of Africa, in my presence wholly disavow to the Master of the "Luisa Beaton" the course pursued towards this vessel by the Commander of H.M. Brigantine "Dolphin", which was perfectly satisfactory to the Master of the "Luisa Beaton" so far as even was concerned, and which fully corresponded with the liberal spirit which has characterized your course during our co-operation of several months for the purpose of suppressing the Slave trade.

I have the honor to be
Sir Very respectfully
Your Obedt Servt

551 Andrew H. Post Esq

W. B. King, Esq.
Off. Ambr. Sept 14th 1857

86

Sir

Enclosed are affidavits, with other papers and letters in relation to the seizure of the American Brigantine *Chalworth* on the 11th inst by this vessel.

This has been an exceedingly complicated case, a slave with two sets of papers, passing alternately under different nationalities, eluding detection from papers being so much in form and looking with an essential cargo.

The circumstances under which the *Chalworth* was first seized and afterwards released while you were at Leam, are unnecessary to be recapitulated.

I have since twice boarded and searched the "*Chalworth*" in person, and on leaving for a short cruise off Cambridge left a boat crew to watch her movements, on the 12th inst. That in addition to my own suspicions, possession of information which renders it clear to my mind that the *Chalworth* had been a slave and her intentions here at the most notorious slave station on the coast, were to ship a cargo of slaves.

During that by obtaining the evidence of Mr. Hamilton, the Chief Mate of the "*Louisa Beattie*" who was formerly master of the "*Lucy Ann*" when she had slaves on board, but who with the knowledge of the fact was put on board the "*Louisa Beattie*" by her crew, the Consul at Rio, I could through him obtain an affidavit from the present Captain of the *Chalworth* a young man, who has not been engaged directly in the slave trade but was to have been sent out of the vessel at the

Comd. Francis A. Gregory
Comd. W. B. King, Esq.
East of Africa

option of the Italian Supercargo. I promised them a release to the extent of my authority, in case they would give me their affidavits in the case of the *Chalworth*, which has been done and led to further developments until the guilt of the vessel is placed beyond all question, as will be seen by the accompanying papers.

The Italian Supercargo having landed his cargo, which was much opposed, and his business in a state requiring his presence, I permitted to go on shore with the assurance that he would return when I made signal for him, he accordingly came within hail of the "*Chalworth*", but finding that I had such strong proof against him and his vessel, he acknowledged to Capt. Savage of the "*Louisa Beattie*", who has materially assisted me in this matter, that he had brought on board Italian papers and would not go ashore, my intention however is to obtain from him a paper relinquishing all intentions to defend the case in a court of law.

The crew of this vessel being all foreigners, not wishing to go to the U. States, and not being able to send but ten men as a prize crew, leave your authority to land a foreign crew in case of capture, as we were then nearly two men short, and as it was necessary to put the men on shore, I gave them their options however whether to go here or at Leam and preferring this place most of them were landed yesterday, with the understanding that they might go to the United States in the vessel if they wished it.

I have directed Acting Master Shepherd with "Major" Allen, and a prize crew of ten men to proceed with the Brigantine "*Chalworth*" to Baltimore, for which port she this day takes her departure.

I am Sir
Very Respectfully
Yours Obedt Servt
Signed, e Arthur A. Fort
Lt Comd'r

Comd

90
I shall endeavor to induce Mr. Senalunga the late supercargo of the "Chatsworth" to come off, he stated to Captain Fort that Captain Fort would make him a prisoner, besides it was of no use to attempt to defend the "Chatsworth".

It is said at Ambriz where there are four thousand slaves ready for shipment that the capture of the "Chatsworth" will give a severe and unexpected blow to the slave trade, as far as the American flag is used for that purpose.
A. H. F.

US Brig Perry
Off Ambriz Sept 12th 1850

Sir

You will report yourself to Acting Master Shepherd for duty on board the prize Brigantine Chatsworth, and on your arrival in the U States report yourself to the Naval Secretary of the Navy

Respectfully

(signed) Andrew N. Foote
Lt Comdr

Mrs A. P. Allen
US Brig Perry

91
US Brig Perry
Off Ambriz Sept 14th 1850

Sir

I have the honor to enclose copies of letters and papers in relation to the detention and seizure of the prize Brigantine

I have the honor to be

Sir Very Respectfully

Yours Obed Servt

(signed) Andrew N. Foote

Lt Comdr

Hon Wm Ballard Preston
Secretary of the Navy
Washington
D C

US Brig Perry
Off Ambriz Sept 14th 1850

Sir

I have the honor to enclose copies of affidavits and papers in relation to the American Brigantine Chatsworth engaged in the slave trade, and seized by this vessel at Ambriz on the 11th instant.

I have the honor to be

Sir Very Respectfully

Yours Obed Servt

(signed) Andrew N. Foote

Lt Comdr

Hon Wm Ballard Preston
Secretary of the Navy
Washington
D C

US Brig Perry
Off Ambry Sept 14th 1850

Sir

As Captain Savage Master of the Louisa Beaton has expressed a wish to have you as his second officer, as you have given your affidavit in case of the Brigantine Chatsworth which has been a slave, on a former voyage, and came over with Brazilian papers prepared to engage in the slave trade after your leaving her, I accede to the request of Captain Savage, and permit you to ship as second officer of the Louisa Beaton.

Very Respectfully
Yours &c
Andrew N. Forte
St Ambry

Mr Vincent Pierbank

US Brig Perry
Off Ambry Sept 14th 1850

Sir

Mr James Norton was discharged this day from the Louisa Beaton with my consent and shipped on board of the US Brig Perry, and was then transferred to the prize American Brigantine Chatsworth bound to Baltimore

Andrew N. Forte
St Ambry

US Brig Perry
Off Ambry Sept 14th 1850

Sir

My intention was to have taken you out of the Louisa Beaton for the purpose of sending you to the United States for trial as the late Master of the Lucy Ann which shipped a cargo of slaves from this coast, which vessel was captured by US frigate St. Lawrence.

Captain Savage Master of the Louisa Beaton, a gentleman wholly opposed to the slave trade informs me that you were shipped before Consul at Rio with his knowledge that you had been Master of the Lucy Ann. That both himself and Consul believe that you never will again be disposed to engage in that trade, and more especially as you have given me an affidavit in case of the slave Brigantine Chatsworth, I have been induced to permit you to remain as first officer of the Brigantine Louisa Beaton, and as far as my authority of Commander of the US vessel, acting as Consul &c, extends, I acquit you of any consequences which may result from your being thus engaged in the slave trade.

Respectfully &c
(signed) Andrew N. Forte
St Ambry

Mr Charles Hamilton
Louisa Beaton

US Brig Perry
Off Annapolis Sept 14th 1850

Sir

You will assume the command of the American prize Brigantine Chateaufort and proceed with her to the port of Baltimore and then report yourself to the Commandant of the Naval Station and to the Hon^{ble} Secy of the Navy for instructions.

You will be prepared on your arrival to deliver up the vessel with a list of articles on board to the Marshall, the papers to the Judge of the District Court, and be ready to act in the case of the Chateaufort as your orders and circumstances may require.

It is advisable that you should stand as far to the West as practicable as the Bay of St Helena, and when in the calm latitudes to make a direct north course, shaping your course for your destined port in a higher latitude where the winds are more reliable.

With great confidence in your abilities and good judgment - care and attention to your duties, and with the hope that you may soon rejoin the Perry, with my best wishes that you may have a safe and pleasant passage

I am Respectfully

Yours Obedt Servt

(signed) Andrew A. Foote

St. Cloud

Acting Master
Edmund Shepherd
US Brig Perry

US Brig Perry
Off Annapolis Sept 14th 1850

My Dear Sir

I shall be much gratified to have you rejoin the Perry, as master as soon as possible and hope that you will avail yourself of this letter to further your application, as I believe our desire to end this cruise together to be mutual.

Respectfully

(signed) Andrew A. Foote

St. Cloud

Mr Edmund Shepherd

US Brig Perry
Off Annapolis Sept 14th 1850

Mr Whippleman Allen has been attached to this vessel since May 1st. He has had charge of a day watch most of the time - his abilities and good habits are temperate and with ordinary application may make a very good officer.

(signed) Andrew A. Foote

St. Cloud

US Brig Perry
St Paul de Loand Sept 17th 1850

Sir

I have the honor to enclose copies of letters in relation to the seizure of the American Brigantine "Lionel Beaton" by Her Majesty's Brigantine "Dolphin".

Soon after the American Slave Brigantine "Chatham" has sailed, I ascertained, that in the hurry and with the press of business in repatching that vessel, that a complete copy of Captain Hastings letter in relation to the Lionel Beaton had not been sent for-warded, there were however but a few lines in conclusion of the letter wanted, I now transmit an entire copy.

I have reason to believe from information just received from Rio de Janeiro, that the papers of the American Brigantine "Volusia" captured as a Brazilian vessel by Her Majesty's Steam Ship "Rattle" were on form, which may be made the subject of a correspondence between myself and the British Commander in Chief, and which induces me to strike out the concluding paragraph of the letter addressed to Commodore Gregory, a copy of which was transmitted to you with the unfinished letter of the Hon. Captain Hastings, only the Southern Division of Her Majesty's Service.

This letter and the enclosed papers are correct which are respectfully requested to be considered as the first copy and a duplicate copy of which will be transmitted by the earliest opportunity.

I have the honor to be
Very Respectfully
Your Obedt Servt

M. W. Mallon Master
Sloop of the Navy
Washington D.C.

1850 Andrew A. Grant
St. Louis

US Brig Perry
At Sea Sept 17th 1850

Sir

Your letter of Aug 1st with its enclosure directed to Captain Smith or the Comdr of any US Man of War, which I will avail myself of the earliest opportunity of forwarding to Commodore Gregory or Captain Smith, has been received.

The information forwarded will throw much additional light on the case of the "Volusia" which had been referred to Commodore Gregory who has been in personal communication with the British Commander on this coast in relation to that and several other vessels whose doubtful nationality have induced the British officers to capture them.

The "Volusia" has also been captured by the British Steamer "Rattle", on the ground that her papers were false, and that she had no claim to American nationality. I asked the Comdr of the "Rattle" for his reasons in supposing them to be false, and the disposition which had been made of them &c, which reply was laid before Commodore Gregory who at that time had arrived on this coast. Soon after Captain Disney himself arrived and presented his sea letter, which signature being unlike yours generally, threw some doubt of its authenticity on the papers.

The case however has been submitted by the Commodore and the sea letter, as I am informed, to our Government.

I shall probably address a letter to the British Commander in relation to the information which your paper contains in the case of the "Volusia" insisting that in all cases where the vessel is seized, and American nationality is questioned, that the master and papers must be sent with the vessel to the court for adjudication.

Hon. Edward Kent
U S Consul
Rio de Janeiro

The two Commodores met in the month of August at Leam's in conference on the cases of captured vessels and the complaint of legal traders, when the best spirit prevailed and disposition manifested on the part of both to settle the cases themselves, and when that could not be done to refer the cases to their respective governments for their action.

The Schooner Adams has captured a small vessel equipped for the Slave trade, and this vessel, the Perry, captured the Slave equipped ship "Martha" of New York on the 6th of June, and on the 11th of June she captured the American Brigantine "Chatsworth" of Baltimore, which last named vessel sailed with a cargo for this coast from Guantamoo.

The "Chatsworth" had good papers apparently, and cargo corresponded with her manifest. Her crew all free, but the Captain, who had a letter of instructions from S. D. Johnson the nominal owner, to look to the Statian Supercargo for all instructions. The "Chatsworth" I have evidence does not belong to Johnson, she brought over Brazil papers. Took off a cargo of Slaves last voyage and would no doubt have carried off another cargo this voyage had we not seized her. The Slave merchants I am informed on this coast are becoming bankrupt, as our cooperation with the English Cruisers is ruinous to this wicked inhuman traffic.

I sent home all papers (37 in number) captured in the "Martha", but for want of time had to land the "Chatsworth's" crew.

The Master of the "Lionel Platon" will probably give you a correct version of the outrage committed on his vessel by H. M. S. "Dolphin". I have addressed a letter to the Com^dg Officer of the British Squadron in relation to the case pronouncing the act to be wholly unjustifiable by the circumstances, and in

violation of the Treaty of Washington, and that I should make a strong representation of the affair to our Government. The British Com^dg Officer disavowed the act, and the Captain of the "Dolphin" expressed his deepest regrets that he had been led to pursue the course he did.

I shall accompany the "Lionel Platon" to Leam's, and render her all the good service in my power, as we still have no Consul there, not only because she has this claim upon us, but from our obligations to Captain Savage who to his great credit has rendered us essential service in our process against the "Chatsworth", and who I am sure will prove himself in all respects worthy of the trust which you have confided to him.

The Coopers are harmoniously with the British Squadron in the suppression of the Slave trade and there appears to be a strong disposition among most of the British Officers to avoid interfering with American vessels, whether engaged in legal or illegal trade.

I have the honor to be
Very Respectfully
Your Obedt Serv^t
Thomas A. Smith
Lt Com^dg

98

US Brig Perry
 Landa Sept 17th 1850

Sir

In company with Mr Watmough, the owner of this vessel, I went this morning along side of the American Brigantine "Louisa Beaton", and much to my surprise (especially after the assurance from you when last in this port that no objection would in future be raised to US Naval Officers visiting the vessels of their own nation) the Custom House officers informed me that we could not go on board, we went on board however, but did not go below as I had no wish to involve the vessel in any difficulty.

I report the circumstance to you with the remark, that it is the first time that an objection has been raised to my visiting a merchant vessel of my own nation in a foreign port, and that this objection has been raised after your assurance, when we were last here, that no obstacle should in future be in the way of American Officers visiting American Ships in Landa.

I have the honor to be Sir

Your Obedt Servt

(Signed) Andrew N Booth
 Lt Comdr

To the Port Collector
 St Paul de Landa

101

US Brig Perry
 St Paul de Landa Sept 18th 1850

Gentlemen

Captain Savage Master of the "Louisa Beaton" will give you the particulars of his affair with the British Consul. I have had a correspondence with the Senior Officer of HM Force on the subject who acknowledges the seizure of the vessel to have been unauthorized by the circumstances, which I claim to have been in violation of the Treaty of Washington.

This correspondence will be transmitted to Washington, where you will doubtless be afforded every facility for taking such steps as the nature of the case requires. It would not be proper for me to furnish you with a copy of the correspondence, therefore for any further information desired, I must refer you to the Hon Secretary of the Navy.

I have conferred with Captain Savage on this subject, and he has acted by advice or upon mature deliberation. His course I have no doubt will merit your approval.

I saw the "Louisa Beaton" to this place when she has returned and expects her cargo complete in the course of a month. I shall probably have returned from St Helena before her departure for the United States, and will look in here to render any assistance which may be wanting.

I am Respectfully
 Your Obedt Servt
 Andrew N Booth
 Lt Comdr

Messrs Lawrence Minor & Co
 New London
 Conn

U.S. Brig Perry
Off. Ambing Sept 12th 1850

Sir

As you have applied for Captain Paulson of the Brig Chatsworth, as your second officer, and as he was not in the Brig Chatsworth when she took slaves on her last voyage, and as he has given his affidavit in the case of the Brigantine Chatsworth believing her to be designed for the slave trade, as the Supercargo has authority to dispose of her, and had for a set of Brazilian papers. I will comply with your request and permit him to be shipped accordingly, as I have no objection of his having been engaged in the slave trade.

Captain Andrew A. Savage
"Luica Biotin"

Respectfully
A. A. Smith

U.S. Brig Perry
At Sea Sept 25th 1850

Sir

In making out the prize lists of the officers and crew of this vessel in case of the "Chatsworth" the Acting Masters Mate Theodore Durbin and Clark D. Wilcox were put down as they stand rated (Boatswain Mate & Yeoman) on my ship's books. This was done as their appointments as Masters Mates have not yet been confirmed by the Dept.

If the Dept. should see fit (as consequence of the reduced number of officers inducing Commodore Sigsbee to authorize the appointments of these Acting Masters Mates) to confirm them, I respectfully submit the question whether they are entitled to share prize money as Masters Mates, or as Boatswain Mate & Yeoman. As the former I respectfully request that their names may be entered accordingly in the prize lists already transmitted to the Dept. in case of the Chatsworth.

I have the honor to be
Sir, Very Respectfully
Your Obedt Servt
(signed) Andrew A. Smith
Lieut. Comdr.

Wm. Wm. Ballard Paulson
Secy of the Navy
Washington
D.C.

P.S. Enclosed are Personal Returns of the officers and crew of this vessel.

1911 A.S.B.

US Brig Perry
At Sea Sept 30th 1850

Sir
I have the honor to transmit duplicate copies of letters and papers in relation to the boarding, detention and seizure of the American Brigantine *Luisea* *Heater*.

I have the honor to be
Sir Very Respectfully
Yours Obedt Servt
(Signed) Andrew A. Foote
At Comdg

Genl Wm. Ballard Preston
Secy of the Navy
Washington
D.C.

US Brig Perry
At Sea Sept 30th 1850

Sir
Enclosed are Returns of Ordnance Equipments and Stores for the third quarter of the present year.

I have the honor to be
Very Respectfully
Yours Obedt Servt
Andrew A. Foote
At Comdg

Commr Lewis Harington
Chief of Bureau of
Ordnance & Hydrography

US Brig Perry
At Sea Sept 30th 1850

Sir
Enclosed are Bimonsal Returns of Enlistments, Transfers, and Discharges of this vessel.

I have the honor to be
Sir, Very Respectfully
Yours Obedt Servt
Andrew A. Foote
At Comdg

Genl Wm. Ballard Preston
Secy of the Navy
Washington
D.C.

Copy

Customhouse
Lima

Sir

145

Acknowledging receipt of your official note directed to me under yesterday's date, in which you acquaint me that in contradiction of the verbal assertion I had given you some time ago, you had again met with some objections on the part of the Customhouse Guards when on the said day you intended to visit the American Schooner *Luzia Batan* anchored at this Port.

Permit me to renew what I have on a former occasion expressed to you. I gave a true and necessary explanation of the subject, and justify to a certain extent the hesitation of these officers had correct permitting the entrance of yourself and the officers of the vessel under your command on board the said Schooner.

I remember well, when for the first time this affair was expressed to me by you on one of your former visits to this Port. I have shown you that this Department can give no right to a Vessel of War to visit any other Merchant Vessel of his nation when the latter is once at anchor in this Port consequently under the protection of the Portuguese Flag and Dominion - but only in respect to the good connections of friendship and intelligence which exist between Portugal and the United States, and being sure that those visits made to a vessel anchored here are now made with the idea of indifference and disrespect to the authorities of this

Province, I would not hesitate to forward and initially have forwarded the necessary orders that in all cases when American Vessels of War are at anchor in this Port no obstacle should be thrown in the way of their officers

boarding the Merchant Vessel of the same nation which may also be at this Port, provided that those visits bear a friendly and not an official character.

It seems to me you will be fully convinced of the reasons stated by me, and in forwarding on that occasion similar orders I did no more than to respond to the good feeling which this affair merits from both of us.

The objection of the guards to your boarding the Schooner *Luzia Batan* was merely the result of their ignorance of the fresh orders which I intend to be put in operation only regarding American Vessels of War. The opposition which you encountered could not have been great, because you yourself confess that you really boarded the said Vessel.

Believe me Sir
Your obedient servant
Customhouse at Lima 19 Sep 1850

Andrew A. Post, Esq.
Commander of the American
Flag of War Perry

The Secretary of Customs
serving as Administration
(signed) Augusto Pizarro

US Brig Perry
St Helena Oct 19th 1850

Sir

I have the honor to enclose a copy of a letter addressed to Commodore Pitt Rivers, (Comd'g the US Naval Forces on the Coast of Africa)

I have the honor to be Sir
Very Respectfully
Yours Obedt Servt
(signed) Andrew N. Foote
St Helena

Hon Wm Patterson Poston
Secretary of the Navy
Washington

US Brig Perry
St Helena Oct 17th 1850

Sir

We arrived at this Island on the 10th instant after a passage of 21 days from St Paul de Loanda during which time chased a vessel forty hours which proved to be a Portuguese Merchant Brig.

As soon as the crew shall have had liberty on shore, and some information obtained relative to the condemnation of the American Brigues Arane, and Bergantine Volusia, as of doubtful nationality, in consequence of the destruction of a part of the papers, and withholding others at the time of the capture, I shall proceed with all dispatch to the Coast of Africa in hopes of reaching it by the 5th proximo.

From the great number of vessels arriving at this port, many of whom are American and often with disaffected crews, and especially as vessels captured on the Coast of Africa of questionable nationality frequently come before the Vice Admiralty Court for adjudication together with the salubrious climate of the place after cruising on the Coast of Africa it would seem that a semi annual visit from one of the African Squad on the Brazils were desirable.

Our reception here by the Authorities and Citizens generally has been very kind and hospitable and I am happy to add that the American Consul is a gentleman of integrity and moral worth and very vigilant in subserving our commercial interests.

I am Sir Very Respectfully
Yours Obedt Servt

(signed) Andrew N. Foote
St Helena

Comd'g US Navy
Comd'g US Naval Forces
Coast of Africa

107

US Brig Perry
St Helena Oct 17th 1850

Sir
I have the honor to enclose a statement of the circumstances attending the capture of the American Barque *Narane*, which has been condemned on 26th Nov Vice Admiralty Court at this Island, as a vessel of unknown nationality. Will you do me the favor to direct that I may be furnished with a copy of affidavits of the British Officers and others who may have testified in the case of the *Narane* with other relevant information in possession of the Court.

I have the honor to be
Very Respectfully
Your obt Servt
(signed) Andrew N Dore
Lieut Comdr

To His Honor
William Mills
Chief Justice of St Helena
and Judge of the Vice
Admiralty Court

111

Case of the American Barque *Narane* captured off Ambry by Her Britannic Majesty's Steam Sloop *Perry* March 19th 1851.

The American Consul at Rio de Janeiro says that the *Narane* was sold to R. S. Clark a citizen of the United States in 1849, a sea letter was granted to the *Narane* by the Consul which expel claims for St Catharines Decr 28th 1849. The papers of the *Narane*, the Consul adds, were regular and true. The owner was master. The American crew shipped in the Consul's office.

Information from other sources has been given that the *Narane* proceeded to St Catharines from where was supposed by the Consul and the crew to be bound for California, but proceeded to Rio de Janeiro where she occurred on board seven persons, Portuguese or Brazilians, who were called passengers. At Rio de Janeiro she took in Water Casks, sugar, beans, rice, farinha &c. The American crew applied for their discharge which was refused them.

The *Narane* then changed her course for the Coast of Africa, and after about 40 days run made the land at, or to the South of St Philip del Benguela where she was boarded by H. M. S. *Water Witch* and permitted to pass, after a close examination of her papers. The Captain of the *Narane* after having intimated his intention to the officer of the *Water Witch* of going into Benguela declined, on hearing that the *Albatross* was then, assigning to his crew as the reason that the *Perry* would take him prisoner, and at night accordingly ran up and ran down towards Ambry.

The Captain of the *Narane* also stated to a part of the crew, that the officer of the *Water Witch*, had advised him to give the vessel up to him, as the *Perry* was at Benguela and would certainly take his vessel and send him home whereas he would only take his vessel and let him land and go free.

On searching *Andrey* with the American flag flying, the "*Navarre*" was boarded by the command of William Lloyd "Griffy" who on examining the papers given by the Consul and papers as being in form by the Commander of the "*States Vetch*", pronounced them false. The Captain of the *Navarre* was threatened with being taken to the American Squadron or to New York, and fearing some consequences in case he should fall into the hands of the American Cruiser, preferred giving up his vessel bona fide American to a British Officer. Under these circumstances he signed a paper, that the vessel was Brazilian property, and he a Brazilian subject, by the name of Antonio Jose Gomes. The mate was ordered to haul down the American and to hoist the Brazilian Colors, in doing which the American crew attempted to strike him, when the English armed sailors interfered and struck one of the American on the back of the head.

It is believed that no Brazilian papers were suspected of being on board of the *Navarre*.

Commander Packer of the "*Griffy*" arrived at London a few days after the capture of the *Navarre*, and from his representations, induced Lieut Comdg Forth of the US Brig "*Perry*" to believe that the *Navarre* was Brazilian property, and captured with false American papers, which papers having been destroyed, left no evidence but the statements of Commander Packer as to their character, but this statement coming from a British Officer was deemed by Lieut Comdg Forth sufficient, until subsequent information has led to the conclusion that the *Navarre* was bona fide an American vessel, and whether engaged in legal or illegal trade, the course pursued towards her by Commanders Quinn and Packer of His Majesty's Ships "*States Vetch*" and "*Griffy*" was wholly unauthorized, and her subsequent capture by Lieut Packer was in violation of the Treaty of Washington and of the Laws of Nations.

Excerpts from the records, in the US Consulate, Rio de Janeiro, dated August 13 1859, in relation to the American Barque "*Navarre*" and Brigantine "*Volusia*", and signed E Kent
U.S.C.

"*Navarre*"

"Barque "*Navarre*" Clark Master, US Vessel. Sold here (not condemned) to H. J. Clark, a citizen of the US State, in 1859, a sea letter was granted by me after full investigation to go on lawful voyage until her first arrival in the US State and no longer. Cleared for St. Catharines Dec 28, 1859, the Master who was the purchaser, declaring an intention to go to California. The papers of this vessel from this office were regular and true. Capt. Clark has returned to this city."

"*Volusia*"

"The only other American vessel that appeared to have sailed from this port, supposed to be for the East of Africa is the Brig "*Volusia*" Capt. "Deeny" sold at this port to an American citizen. She had a sea letter from this office similar to that granted to the "*Navarre*". She sailed in May 1850. Cleared from this port May 1850."

Signed E Kent

U.S.C.

U.S. Brig Perry
St Helena Oct 17th 1850

Sir

I have the honor to enclose a statement of the circumstances attending the capture of the American Brigantine *Volusia* which vessel has been condemned in H.B.M. Vice Admiralty Court at this place as a vessel of unknown nationality.

Will you do me the favor to direct that I may be furnished with a copy of affidavits of the British Officers and others who may have testified in the case of the *Volusia* with any other relevant information in possession of the Court.

I have the honor to be

Very Respectfully Sir

Yours obt. Servt

(Signed) Andrew N. Proctor

Second Comdr

the U.S. Brig Perry

African Station

To His Honor

William Wille

Chief Justice of St Helena and
Judge of the Vice Admiralty Court

The American Brigantine "*Volusia*" captured by His Britannic Majesty's Steam Ship *Hatter* Commander Cumming off the Cape July 2nd 1850 as a Brazilian Vessel. Had a sea letter from the Consul at Rio de Janeiro, the same as the American Barque *Narvaez*. She sailed from Rio in May 1850, and was strictly an American vessel bought by an American Citizen in Rio, and in this respect also the case resembles that of the *Narvaez*.

Commander Cumming in letter to Capt Hastings on 1st of which was for the information of "Lieut. Proctor of the U.S. Brig Perry, States" that the *Volusia* had American colors flying when boarded and that he at once discovered the Register to be false it was written on foolscap paper with the original signature erased, her other papers were likewise forgeries. The Register and Master's Roll were destroyed by the Master, the remainder of the papers were sent on her to St Helena for adjudication.

In this case the Captain also signed a paper that he was a Brazilian, had no proof to offer, no wish to go and defend the vessel &c.

In the month of August while Commodore Gregory, Comdr of the U.S. Naval Forces, was at London Captain Disney the Master of the *Volusia* arrived with his sea letter from the U.S. Consul, and claimed that paper to have been with other papers genuine and strictly in form. Capt Disney also affirmed that he was prevented from going in his vessel to defend her, that he was assured that she was bound to Sierra Leone and that all that he did at the time of capture was not voluntary but was the effect of the coercive measures pursued towards him.

The sea letter in question with the affidavit of the Master of the *Volusia* is believed has been sent by Commodore Gregory to the Government of the U.S. States.

This vessel had no Register as is shown

by the Consul, and the paper called by
 Com^o Cumming the Register written on a
 sheet of foolscap paper with the signature
 erased was the sea letter given by the Consul
 which the Captain of the Vessel did not
 accept, but preserved as the document
 given in the place of the Register on the
 sale of a Vessel which in turn of papers is
 sufficient proof of nationality.

(signed) Andrew N. Porto
 Lieut Commanding

U.S. Brig Perry
 St Helena Oct 17th 1850.

U.S. Brig Perry
 St Helena Oct 17th 1850

109

Sir I have the honor to acknowledge
 the receipt of your letter of this days date in
 reply to my letter of request and statements
 made in relation to the American nationality
 and seizure of the Barque Navarin and Brigan-
 tine Volusia informing me for the reasons
 assigned that you do not feel yourself
 justified in giving any special directions
 in reference to my application.

I have the honor to be
 Very Respectfully Sir
 Your Obedt Serv^t
 (signed) Andrew N. Porto
 Lieut Comm^o

Wm. Wille
 Chief Justice of St. Helena
 and Judge of the Vice
 Admiralty Court

U.S. Brig Perry
 St Helena Oct 19, 1850

Sir

A few days previously to leaving the
 Coast of Africa a letter from the American
 Consul at Freetown was received by me addressed to
 Commander Powell of the John Adams, or to the
 Commander of any U.S. Ship of War. This letter
 enclosed a paper containing minutes from the
 records in the U.S. Consulate at Freetown in
 relation to several American vessels, and
 among them, the Barque Navarin and Brigantine
 Volusia (enclosed herewith) which vessels have
 been seized and condemned in the Vice Admiralty
 Court of this Island as Vessels of Unknown Nationality.

Waiting myself of your permission
 to extend our cruise as far as St. Helena to
 refresh the crew, and being in possession of these
 minutes, which throw additional light on the
 cases of the "Navarin" and "Brigantine Volusia",
 both of which vessels were seized while I was
 on the Coast, and made the subject of a
 correspondence. That of the "Navarin" taken up
 and continued by Commander Powell of the John
 Adams on his arrival on the Southern Coast,
 and the latter the "Volusia" was being made the
 subject of enquiry by yourself with her late
 master when I left Freetown Aug 29th. I
 considered it my duty to obtain all the
 information in reference to these cases in
 my power for the purpose of forwarding it to
 you, consequently soon after my arrival
 at this Island, having previously drawn
 up the statements enclosed based on the
 Consul's minutes with the correspondence and
 affidavits in these cases, to show cause why
 the information was requested, and having been
 told by the Proctor of the Court, that the Registrar
 would probably furnish a copy of the affidavits

upon which the Vessels were condemned, and which Registrar declined to do so until authorized by the Judge, altho' declaring at the same time, an intention to prepare the copies, in anticipation of the request being granted by the Judge of the Court, and these Officers both having heard the statements read, which with the enclosed letter of application to the Judge, I had shown to the US Consul, who fully concurred in opinion with me as to the mode of obtaining the information, I addressed the enclosed letter to the Judge, with the statements, and received from him the enclosed letter in reply, the receipt of which letter I have acknowledged and herewith transmit to you a copy of the correspondence, and accompanying papers

I am Sir
Very Respectfully
Yours Obedt Servt
(signed) Andrew N. Fitch
Lieut Comdr

Comms Francis H. Gregory
Comdr US Naval Forces
Coast of Africa -

P.S. 20th Oct. The Queens Proctor Master of the Vice Admiralty Court at St Helena has this instant been on board and informed me "that by return of the Perry to the Coast he is forwarding the affidavits of the prize Officers in the cases of the 'Navani' and 'Volusia' which he was willing to allow me to peruse." of this offer I shall probably not avail myself. I presume that the

intention now is to have copies of the affidavits sent from the British Squadron to the Senior Officer of the American Force on the South Coast. On the receipt of the affidavits in case of the 'Navani' which I presume will be forwarded to you, I respectfully call your attention to the affidavit of the prize Officer in connection with the letter of Commander Pender of H.B.M. Steam Ship 'Perry' addressed to me 26 March 1855, wherein he states "when being convinced that her papers were false &c"

(Signed) A. N. Fitch

US Brig Perry
St Helena Oct 20th 1855

Sir

The object of our visit to this island having been substantially accomplished during our stay of ten days I purposed sailing tomorrow for the Coast of Africa.

Our reception here by the authorities and citizens generally has been most kind and hospitable and I believe that the impression made by the Perry will have a salutary effect upon our commercial interests.

Our Commercial agent I believe has had many difficulties to contend with which might have been obviated in a measure had he been Consul. An Esquire I am informed was applied for some time since to H.B.M. Majesty but has not been answered.

I am Sir
Very Respectfully
Yours Obedt Servt
(Signed) Andrew N. Fitch
Lieut Comdr

Comms Francis H. Gregory
Comdr US Naval Forces
Coast of Africa

US Brig Perry
St Helena
19 Oct 1850

112

Sir

I respectfully request you to take
charge of a distressed American Seaman
by the name of John Foster who I gave
a passage from the coast of Africa in the
vessel to St Helena for the purpose of
furthering his object in reaching Rhode Island.

I am Sir Very Respectfully
Your Obedt Servant
(signed) Andrew H. Foote
Lieut Comdr

John H. Foster Esq
US Marine Commercial Agent
St Helena -

US Brig Perry
Leanda Nov 2nd 1850

Sir

I have the honor to report the arrival
of this vessel after a passage of ten days from the
Island of St Helena.

We have exchanged salutes with the French
Commodore, who with three vessels of his squadron
is now in port.

Having remained two days in port we sail
this evening on a cruise in the neighborhood of
Anting.

Since the capture of the Piraterine Chateaufort
which sailed for Baltimore on the 15th of September
there has been no suspicious American vessel on
the coast.

The officers and crew of this vessel are
all well.

I have the honor to be
Very Respectfully Sir
Your Obedt Servant
(signed) Andrew H. Foote
Lieut' Commanding

Hon John Ballou Preston
Secy of the Navy
Washington

114

Sir

U.S. Brig Perry
St. Paul de Benguela Nov^r 29, 1850

In the event of some other officer than Comm^r Gregory or Captain Small, arriving on this Southern Cross, I take the liberty to send a statement of recent occurrences, with some suggestions which may be available to one unacquainted with the state of things here.

You have probably communicated with Comm^r Gregory and received instructions and information from him up to the 1st of September.

Since that period we have captured and sent to Baltimore the slave Brigantine Chatsworth, I have also returned to her master the Brigantine Union Queen of New London, which vessel was illegally detained by a British Cruiser. The correspondence on this subject has been sent to the Secretary of the Navy. These cases are therefore settled, or rather will be in due time by the District Court of Maryland, and the government.

I enclose a statement accompanying a letter which I addressed to the Chief Justice of Maryland and Judge of the Admiralty Court in relation to the capture and condemnation of the American vessels Navarre and Volusia. The applicants in these cases were refused me, but was by the Perry brought over to Comm^r Fanshaw, the British Comm^r in Chief, who will probably forward them to Comm^r Gregory. I made application for these applicants, as information had been received that the vessels were American, and I considered it to be my duty to ask it of the Court. I may see Comm^r Fanshaw between this and the 1st of Dec. when I shall of course take the applicants if refused, but shall make no application for them. This matter therefore

remains at present unsettled so far as the British Comm^r is concerned. I am satisfied with having made the application.

A few days since a Portuguese Schooner of war fired a small gun, with a blank cartridge I believe (no report was heard) as we approached her, when we threw a 32 lb shot across her bow. She hauled down her colors for a short time, but hoisted them again. I sent a boat for an explanation, when the Captain stated that he mistook us for a Portuguese suspected vessel of which he was in search.

This matter is settled as far as we are concerned. I allude to it in case it should be brought up by the Portuguese authorities.

I enclose a correspondence with the Collector here, which explains itself. The effort has been salutary in securing to our merchant vessels more consideration from the Custom House authorities.

As we are liable continually to fall in with Cruisers at night, we have kept four muskets, and two ten guns clear and ready to return a fire at any moment. We have only once fired, when we mistook a Portuguese man of war for a merchant vessel.

Enclosed is a list of signals established between the two Commissions.

I have on good terms and with a good understanding with the British officers.

I consider Ambing the best cruising ground, tho' we have three times run up to Benguela, and once to Elephant's Bay, deeming it advisable to show the vessel the whole extent of the Coast.

As we were thirty miles short I could not with safety send the crew of the Chatsworth home as prisoners, but landed

landed them at Ambry. This being considered
prejudicial to the interests of the American
factory there I promised to land no more men
at Ambry, and also to suggest to my successor
that none should be landed in future.

Our provisions being exhausted and equally
at Ambré-Gorgez where I sail this day
for Port Praya, via Monrovia and will
look into Ambry in case the British
Commander wishes to communicate.

I am respectfully

Your Obedt Servt

Arthur N. Foote

Lieut. Comdg

To the Commander of
any US Vessel
on the Coast of Africa

P.S. It is believed that there are no American
ships now on the coast, except two or three
legal traders, altho it is rumored that
several vessels under the American flag
and suspected of being engaged in the Slave
trade, have gone round the Cape of Good Hope
into the Mozambique Channel.

US Brig Perry
St Paul de Loanda
November 29th 1850

I have the honor to enclose a
copy of a correspondence between myself &
the Collector of Loanda, also a copy of a
letter to the Comdg Officer who next arrives on
the S. 24 Coast.

I have the honor to be
Very Respectfully
Your Obedt Servt

(signed) Arthur N. Foote

Lieut. Comdg

Wm Williams A. Graham
Secretary of the Navy
Washington D.C.

US Brig Perry
St Paul de Loanda
Nov 29th 1850

116

Sir
Enclosed are Muster Rolls
of the officers and crew of this vessel,
also Periodical Returns of Punishments
Enlistments and Discharges.

I have the honor to be
Sir, Very Respectfully
Your Obedt Servt
(Sig'd) Andrew M. Foote
Lieut Comdg

Mrs Wm A Graham
Secretary of the Navy
Washington
D.C.

US Brig Perry
Monrovia Roads Dec 21st 1850

117

Sir
We are about to proceed to offer assistance
to the "Homer". It seems to me that if nothing
better can be done, the sick should be conveyed
to Monrovia rather than remain subject to the
discomforts of their present situation. If you
agree in this opinion, be good enough to say
whether accommodations can be furnished and
I will offer the services of the Perry in trans-
porting them.

In any case we go down with the
determination to render them all aid in
our power, even if we are detained two or
three days. I shall probably land with
the Surgeon, and hold a consultation
with her Commander and Medical Officer
as to the best mode of relief.

I have the honor to be
Very Respectfully Sir
Your Obedt Servt
(Sig'd) Andrew M. Foote
Lieut Comdg

To His Excellency
President Roberts
Liberia

US Brig Perry
off Gape Point Decr 22nd 1850

Sir

I have communicated with
Captain Patten of Her Majesty's Brig Hunt,
who anchored this morning near the Beach
where Her Majesty's Steamer Albatross is
expected.

Commander St. Leger is on board
of the Albatross with a number of the sick
for whom we have furnished a quantity
of quinine. Both he and Captain Patten
assured me that our services were not
at all required, as they had made or
would make all necessary arrangements
for the comfort of the sick, until the arrival
of the Steamer Wasp, which is daily expected.

I have the honor to be

Sir, Very Respectfully
Your Obedt Servt

(signed) Andrew A. Foote

Lieut. Comdr

To His Excellency
President Roberts
Liberia

US Brig Perry
At Sea Decr 31st 1850

Sir

Enclosed are Returns of Ordnance
Equipments and Stores for the month of
the year 1850

I have the honor to be
Very Respectfully
Your Obedt Servt

(signed) Andrew A. Foote
Lieut. Comdr

James Lewis Harrington
Chief of Bureau of
Ordnance & Hydrography

U.S. Brig Perry
H. Sa. July 8 & 9, 1850

120

Commodore

I herewith transmit my
despatches giving in detail, an account
of the occurrences as they transpired
while cruising on the South Coast of
Africa under your orders of August 29th 1850.

Accordingly to the intention expressed
in the enclosed letter of the 29th Decr.
addressed to my successor on the South Coast,
I communicated on the day following
off Ambing, with Commodore Parrishaw, Comdr
in Chief of the British Forces for whom I
had brought from St. Helena a copy of the
proceedings of the Vice Admiralty Court,
in the cases of the American Barque
Narvaez and Brigantine Valdivia, and as
the Commodore did not offer me a copy
of their proceedings, and as the Judge of
the Court had unofficially intimated to me
that the proceedings in these cases were
ready for my inspection - Especially as the
Quinn Porter had informed me that the
Prize Officer had given an affidavit that
the Narvaez had no papers on board,
I requested Commodore Parrishaw to permit
me to look at that part of the proceedings,
embracing the testimony of the Prize Officer
of the Steamer Pinful, who Commander
Pinto had sent in charge of the Narvaez.
I thus request the Commodore accented
when in examining the affidavit of the

Commr Francis A. Gregory
Comdr U.S. Naval Forces
East of Africa

the prize officer, I found that he had
testified to the best of his knowledge and
belief that there were no papers on board
the Narvaez. On this point I remark,
I have in my possession a letter of
the 26th of March from Comdr Judge of
the Court in reference to the Narvaez,
wherein he states "being convinced her papers
were false" &c, which papers however, were
a few days previously, examined by Comdr Quinn
Porter, who states "these papers considering
them to be so clearly regular and true Amer-
ican papers, passed the vessel, although
suspecting at the time, as he afterwards
informed me at St. Helena that the vessel
was designed for the Slave trade."

I am Very Respectfully
Sir,

Your Obedt Servt

(signed) Andrew A. Porter
Lt Comdr

U.S. Brig Perry
Isle of Pango, Jan'y 17th 1851

12) The undersigned Comdg the U.S. Brig Perry was ordered by Comdr Gregory Comdg the U.S. Naval Force on the west Coast of Africa to proceed from Pate Pango to the Isle of Pango with instructions to enquire into the condition of the Hamburg Ship Enmy wrecked on the 23^d ult; and to render such aid to the crew and passengers as they might require.

In carrying out the instructions of the Commission the undersigned has become acquainted with the Captain of the Enmy, whom he found to be in great trouble not only on account of the loss of his ship, but also on account of an advantage which he believes has been taken of him, by the persons employed as Salvors, he believing and some persons offering to discharge the goods for a much less compensation than he had agreed to pay. The undersigned has made it his business to enquire especially with regard to this matter and he feels fully justified in saying that he is fully satisfied that the whole action of Capt Meyer has been directed by a desire to protect the interests of all concerned in the unfortunate ship and cargo.

The undersigned is not familiar with the laws and customs relating to salvage among these Islands, but is of the opinion that had he been in command of the Enmy when wrecked that he would have acted as Capt M. did whose first impulse was to save the most he could in the shortest possible time, the danger being great that from the ships exposed situation & the violence of the sea she might soon go to pieces, as did the old ship of war. Unknown wrecked a few months since near the same place which

which broke up in a few hours, the officers and crew barely escaping with their lives. So far from being censurable the undersigned has no hesitation in believing that it is to the presence of mind and good seamanship of Captain Meyer in forcing his ship over the reef when he found it impossible to extricate her, that the parties concerned are indebted for what will be recovered from the wreck.

He would further state that the parties to whom Captain Meyer applied for counsel are those who stand highest in the community here, and those upon whom reliance could be placed if upon any one.

* The undersigned makes this statement without the knowledge or solicitation of Capt M. or any of his friends, solely because he believes it his duty to do what he can to serve a man who he is assured has done and is doing his best to protect the important interests confided to his care, and laboring with a zeal and energy which none can equal.

* The undersigned is of opinion that as the Island of Sal, has been at times in a storm given which made a very liberal allowance for running, that the loss of the ship is to be attributed solely to the unusually strong currents of the season, greatly increased by the fresh gales which for several days had prevailed.

(Signed) Andrew V. Foote
Lieutenant Commanding

U.S. Brig Perry
at Port Paga Jan'y 19th 1851

Sir

122

Aquately to your order of the 13th inst, I proceeded to the Isle of Paga, and then rendered such service to the officers crew and passengers of the wrecked Hamburg Ship Emma as circumstances required.

The Surgeon of this vessel was for several days in attendance upon a lady passenger ill of the fever, who has now so far recovered as to enable us to proceed to Port Paga.

Enclosed is a copy of a general letter I gave to Captain Meyer, and which exhibits the condition of the Emma, as well as the course of the Captain, together with incidental circumstances.

By your authority the sails of this vessel, at least the bending part, being wholly unfit for service, I have purchased from the Captain of the wrecked ship a sufficient quantity of sails to replace them.

I am Sir Very Respectfully
Your Obedt Servt

(signed) Andrew M. Smith
Lieut. Comm^d

Com^d Francis M. Gregory
Comm^d U.S. Naval Force
Coast of Africa

U.S. Brig Perry
Port Paga Jan'y 22nd 1851

Sir

The Cones, Topsails, Top gall Sails, Set and Staysail Sails, all No. 2, being considered in a state wholly unfit for service, I request that a survey may be held on them at your earliest convenience.

I am Sir Very Respectfully
Your Obedt Servant

(signed) Andrew M. Smith
Lieut. Comm^d

Com^d Francis M. Gregory
Comm^d U.S. Naval Force
Coast of Africa

U.S. Brig. Supply
Pate Navy Supply 24th 1851

124

Sir

Aqueduct to your order of the 13th inst; while at the Island of Mays rendering service to the Officers crew and passengers of the Ducked Hamburg Ship Emmy, I collected and purchased for the use of this vessel

One Main Topsail	\$120.00
" Main Course	140.00
" Set	91.00
" Spunked	54.00
" Topsail	75.00
" Loggal	20.00
	\$500.00

for the purpose of replacing a suit of sails which were much worn when we left Norfolk and afterwards used by patching and other repairs until they became entirely unfit for service.

This suit of sails the corroded state of much of the iron work, which was not attended to in the last outfit, especially martingales - bumpties - back ropes &c, which have had in many instances to be renewed by the expenditure of all the fighting Chain - Topsail - Yard Slings - the condition of the bulk deck - the galls &c, and other articles, put on board at the Navy Yard, were such as would hardly enable the vessel to make an effective cruise even for one year, (a period for which the Commandant stated to me that she was fitted out) except with

Comdr. Francis N. Rogers
Command. U.S. Naval Stores
Coast of Africa

with constant repairs.

In view of these things (and having made in bad weather from six to nine inches water per hour) I consider that the return of this vessel to the U.S. in the mild season of the ensuing summer to be desirable as a measure of economy if not of safety.

I am, Sir

Very Respectfully

Your Obedient

(Signed)

Andrew D. Fort

Lieut. Comdr.

US Brig Perry
Port Payer Jan'y 31st 1851

Sir

Enclosed are Muster Rolls of the
Officers and Crew of this Vessel, also returns
of Transfers, Enlistments, Discharges and
Demerits.

I have the honor to be
Sir Very Respectfully,
Your Obedt Servt
(signed) Andrew M Foote
Lieut. Comdg

Hon Wm. A. Graham
Secy of the Navy
Washington

US Brig Perry
Port Payer Jan'y 31st 1851

Sir

Accompanying this are the
Removal Returns of this Vessel to the
Navy Department.

I am Sir Very Respectfully,
Your Obedt Servt
(signed) Andrew M Foote
Lieut. Comdg

Commo Francis A Gregory
Comdg US Naval Forces
East of Africa

US Brig Perry
Port Payer Feb'y 3rd 1851

Sir

I request that you will relieve
me from the Command of this vessel, and
permit me to proceed to the United States
in the Brig India.

I am constrained to make this appli-
cation in justice to myself and to the service,
on the ground (that when a Comd^r in Chief
informs the Commander of a vessel that he
will in a certain contingency send some person
on board to take care of his vessel, and also
charges the same Commander with an act
of very great imbecility for having gone on
board his ship, and inducing one of his
Lieut^s to assent to becoming the Executive Officer
of said Commander, that the said Commander
whether justly or unjustly has imputations
resting upon his personal and official char-
acter, which must materially impair his effi-
ciency while serving under the Comd^r in Chief
who has cast them.

I am Sir Very Respectfully,
Your Obedt Servant
(signed) Andrew M Foote
Lieut. Comdg

Commo Francis A Gregory
Comdg US Naval Forces
East of Africa

U.S. Brig Perry
Porto Praya July 4th 1851

Sir

I have received your letter of this days date, in reply to my letter of application, with reasons assigned for permission to be relieved from the command of this vessel and to proceed to the United States.

In addressing you yesterday, it was not my object to give a statement of the circumstances leading to those reflections on your part, which were regarded as just ground for my application, but simply to state the facts themselves, as I had no reason to suppose that any thing new could be communicated, and if so it might even more opportunely be introduced in the future.

I do not propose here to enter upon a minute commentary on your letter, but rather to state some facts and assign some reasons, which to my mind, have been, and still are, conclusive, that in proposing to send an officer on board to take charge of this vessel, and charging me with great impropriety in endeavoring to obtain Lieut. Porter's assent to come as the Executive Officer, you have done me officially and personally great injustice.

You will probably recollect on the 31st of June when on the quarter deck of the Portsmouth, as I was about leaving the ship, that I remarked, without any manifestation of sentiment "Commodore I have just seen Mr Porter who has assured me that I have acted not only with his assent in having applied for him, but he would have been pleased with orders to the Perry, I state this to show you, that in my wish to have him, I have not proceeded beyond his sanction and wishes, but I was in hopes

Commodore Francis H. Gregory
Comd'g U.S. Naval Forces
East of Africa

hoped that from personal considerations for my comfort and health, that you would have given me Mr Porter, especially as you had three commissioned Lieut's on board, and I had none, for the crew had tried my health and comfort severely, however as you have decided not to do so, and have assumed the right to judge what is best in official matters, I bow to it, and have nothing further to say on the subject." To my great astonishment you then charged me with having acted very indelicately in coming on board your ship, and trying to get your officers away, adding "Mr Porter shall not go - it was your duty to have come to me, if you wanted an officer so." I denied emphatically, having acted with the least indelicacy and stated to you, that I never would, in justice to an officer, name him and request a Committee to order him to a Brig, as my 1st Lieut, without having first obtained his assent. That this was of frequent occurrence in the service in reference to Executive Officers and quoted precedent, and that I applied for Lieut. Porter (altho' application had been made for Mr Porter, under the impression that Mr Porter was not inclined to come) because I personally had known him for some time, and an Executive Officer, would thus at once be secured.

In reference to that passage in your letter "after all this you sent for Lieut. Porter on board your vessel and again endeavored to get him to apply." I remark, that I did not on that or any other occasion endeavor to get Lieut. Porter to apply, on the contrary I told him uniformly that there was no necessity for his making an application. I have in my possession a paper from Lieut. Porter, not only substantiating this, but stating among other things "I said to you in this ward room, 'I suppose you will soon be going to sea, you have nothing to detain you now'. You replied only the want of a Lieutenant. If any of you will volunteer, it will be all right," I said I could not volunteer, but if the Committee would order me I would not complain

"Afterwards told you on deck (the same evening) that
 "you could apply for me, and would be pleased to co-
 "give you at the same time my reasons, as the
 "advantage it would be to me in that capacity.
 "Therefore I made the venture and you of course
 "could hold any conversation with me you thought
 "proper without incurring any charge of imbecility.
 "The being that ad arrived here and you made your
 "visit, I spoke to you on the spot, I supposed you
 "will take Penn on board of your vessel," you replied,
 "perhaps Mr P. whom I made some objections at that
 "time to going, and the subject was never broached
 "until, the evening before mentioned, at which time I
 "did not feel that unwillingness and took that
 "occasion to let you see it. I made the venture
 "on mature reflection, But I did not like to apply
 "for special reasons, I thought it could be accom-
 "modated by your seeing the Commis. as such
 "matters are of frequent occurrence and not informal.

With regard to your sending an officer on
 board who could take care of the vessel &c, I
 remark, that neither on that or any occasion has
 there been cause, as our uniform discipline,
 efficiency, and harmony abundantly show: why
 such an imputation should have been cast
 upon me, and I am not a little surprised to
 find you still attributing my remarks in relation
 to the want of an "Ex" officer - not being able to
 take care of the vessel - to inability, under any
 circumstances with the present number of officers,
 of taking care of the vessel - instead of to the
 desire and expectation of obtaining one, when an
 opportunity presented. The readiness with which
 the vessel lately proceeded to sea - as well as in
 prosecuting the cruise, after having officered two
 prizes - would seem to show that when occasion
 and exigencies of the service called for it, I have
 acted with a less number of officers than are
 to be found on board any Cruiser. If my imper-
 tinence was too strong, it arose from the natural

natural desire for some relief mental and physical
 from the care and responsibilities of command (with
 such limited means), upon meeting the flag ship
 which had then commissioned Scott on board, also
 from the consideration that I looked for from the
 one who well knew the delicate state of health
 with which I assumed the command of the vessel
 its full complement at Princess Island - the active
 cruising, and service of the Brig, and I may
 add, the disposition not to complain or ask
 any thing unreasonable.

In view of this subject, I am constrained to say,
 that I cherish the same sentiments as when we
 parted on the 31st Decr (as on reflection you have
 stated in your letter of this days date "all this
 was brought about entirely by yourself" "You again
 attacked me on the quarter deck of this ship
 and by your own manner and conversation produced
 the misunderstanding and difficulties of which
 you complain") & therefore respectfully request, that
 you will either refer the subject of my complaint
 to a Court of Inquiry - or that you will forward
 the correspondence, with other papers relevant to the
 subject, which I hope in a few days to be able
 to hand propand, to the Hon Secy of the Navy,
 for a decision, for altho' scarcely beginning at
 my age in the service, now for the first time to
 find myself involved in difficulty - still I deem
 it a duty to vindicate my personal and official
 character and conduct, which I believe to have been
 of that无可置疑able kind on this, as well as on
 all other occasions, as will enable me to remove
 the imputations which you were pleased to cast
 upon me, on the 31st Decr, and to answer measurably
 in your letter of this days date.

I am Sir Very Respectfully
 Your Obedt Servant
 (Signed) Andrew A. Fort
 Luckland

U.S. Brig Perry
Porto Praya Feb. 5th 1851

Sir

Your letter of this instant, has been received and while I am happy to find from its perusal, that there is no cause remaining why reference should be made to the Hon' Secy of the Navy, still I must inform you, that I could not have made an explanation in reference to the information which had been conveyed to you, about my sending for Lieut. Porter and urging him a second time to apply - and other circumstances bearing upon the misinformation, upon which, it seems that you formed the opinion of my having acted indelicately - for I could form no means of ascertaining what information you had received, until you were pleased to communicate it; and permit me also to add, in reference to the concluding paragraph of your letter, "as your complaints will, dwell against me", that I had hoped you appreciated me too well, to have intimated or imagined, that I was disposed to assail or wrong you in this, or any other matter; on the contrary, no one could regret the occurrence more than I have done - and the steps taken, proceeded from the impression that they were indispensable to my own vindication.

I am Sir Very Respectfully
Yours Obedt Servant
(Signed) Andrew H. Foote
Lieut. Comdg

James Francis H. Gregory
Comdg U.S. Naval Forces
East of Africa

U.S. Brig Perry
Porto Praya
Feb. 10. 1851

Sir

I appoint you Captain Clerk
of this Vessel.

Respectfully

(Signed) Andrew H. Foote
Lieut. Commanding

Mr Benjamin Roberts,

U.S. Brig Perry
Porto Praya Feb. 10. 1851

Sir

The following named persons, John Stewart, Sea, George Beans, Sea, and Francis Minter, Land, being unfit for duty, in consequence of ill health - John Lott, Land, whose term of service expires on the 27 instant, and Edward Johnson, Cook, who recently came on board from the Porpoise, as a wardroom boy - being not only worthless as a wardroom boy, but unfit for the performance of any other duty, having while intoxicated on shore, made use of insulting language to several officers of the Squadron.

I respectfully request that these few, may be transferred to some vessel of the Squadron soon bound to the United States.

I am Sir Very Respectfully
Yours Obedt Servt
(Signed) Andrew H. Foote
Lieut. Comdg

James Francis H. Gregory
Comdg African Squadron

US Brig Perry
Porto Praya, Feb. 15th 1857

131

Sir

I take great pleasure in informing you of my satisfaction with the sort of sails you have made for this vessel.

Notwithstanding the disadvantage of reducing sails made for a larger vessel, you have succeeded in making from them a very good Dit and Spanker (the most difficult of all sails) together with others completing a suit, which I presume on trial will be found to answer our purpose in all respects.

I am well aware that the multiplicity of your duties, want of room to spread the sails, and sailor sailmakers, have been obstacles to contend with, far greater than are experienced in a sail loft, and I may add, that under the circumstances, I know of no person who could have made, to say the least, a better sort of sails, or despatched the work in less time, although I am acquainted with many highly intelligent Officers (Sail makers) of your grade.

Very Respectfully &c
(Signed) Amos A. Root
St. Comdg

Chas. T. Frost, Esq
Sail Maker
U.S. Portsmouth

US Brig Perry
Off Ambroz
West Coast of Africa
April 1st 1857

Sir

Will you do me the favor to inform me whether any suspected vessels bearing the American Flag, have been seen on the South Coast by the Cruisers under your Command, since the Capture of the American Brigantine Chatworth by this vessel on the 10th Sept 1857.

Will you also favor me with your views as to the present state of the Slave trade on this Coast.

I have the honor to be Sir
Very Respectfully
Yr O^b Servant

(Signed) Amos A. Root
Lieut Commanding

Commodore Arthur H. Henshaw, C.D.
Comdr in Chief of N.A.
Naval Forces
Coast of Africa

US Brig Perry
West Coast of Africa
April 1st 1857

133

Sir

Enclosed are lists of Transfers
to other vessels - Dismissals - And Muster
Roll of Officers and Crew

I have the honor to be
Very Respectfully
Yr O^b Serv^t

(Signed) Andrew A. Foote
Lt Comdg

To the Hon^{ble} Mr. Abraham
Sec. Navy
Washington
D.C.

US Brig Perry
West Coast of Africa
April 1st 1857

134

Sir

Enclosed is the Quarterly return
of Ordnance Equipments and Stores.

I have the honor to be
Very Respectfully
Yr O^b Serv^t

(Signed) Andrew A. Foote
Lt Comdg

To Commr. Lewis Warrington
Chief of the Bureau
Ordnance and Hydrography
Navy Department
Washington
D.C.

US Brig Perry
West Coast of Africa
Off Ambriz
April 17th 1857

135

Sir

Agreeably to your orders of the 19th Feb^y
I proceeded with this vessel to the South Coast of
Africa and Arrived off Ambriz from Monrovia
after a short passage of twenty two days.

I have communicated with the British
Comm^{dr} in Chief and several British Steamers.
from whom I learn that no suspected American
vessels have been on the South Coast since we
left it in Dec^r last. also. that no slavers
have been on the Coast, except a Gardinian Brig
Captured by one of H^{on} Comdg's.

The few regular trading vessels on the
Coast inform me, that they have met with no
interruption from the Portuguese Authorities or
British Cruisers.

We have spent three days at Loanda
and since visited Nabenda and Loango, two
notorious slave stations north of the Congo River.
And we are now bound up the Coast as far
south as Elephants Bay. That the vessel may
be seen the entire extent of the Southern Coast
where the slave traffic has been prosecuted.

The Officers and Crew of this vessel
are in good health.

I am Sir
Very Respectfully
Yr O^b Serv^t

(Signed) Andrew A. Foote
Lt Comdg

Comm^{dr} Elie A. Lavallette
Commanding US Naval Forces
Coast of Africa

US Brig Perry
at Loanda
April 17th 1857

156 Sir

Having adressed the enclosed letter to Commodore Henshaw C.B. Comdr in chief of W.M. Forces on the South Coast of Africa, I have the honor to transmit it with a copy of his letter in reply.

I have the honor to be
Very Respectfully Sir
Yr. Obedt Servt
(Sign^d) Andrew N. Fiske
Lt Comdg

Wm. A. Graham
Secretary of the Navy
Washington
D.C.

US Brig Perry
Loanda May 7th 1857

157 Sir

On my first visit with the US Brig Perry to this South Coast of Africa, more than a year since, You kindly furnished me, by request, with a list of vessels bearing the American flag, which had the year previously visited this Port, and several of which vessels were subsequently transferred, and shipped cargoes of slaves for the Brazils.

Your judicial position and long residence here enable you to form a reliable opinion on the past and present state of the slave trade, together with the measures respectively adopted for its suppression. Will you therefore favor me with your views on the subject.

I have the honor to be
Very Respectfully Sir
Yr Obedt Servt
(Sign^d) Andrew N. Fiske
Lt Comdg

Sir George Jackson N.C. &c.

No. 1. Commissioner
Under the Treaty with Portugal
For the suppression of the slave trade,

152.

Sir

U.S. Brig Perry
 Loanda May 18th 1857

Having been stationed on the South Coast, with the U.S. Brig Perry, since joining the African Squadron with the exception of once proceeding to Porto Praya to replenish our provisions, and considering that information on the past and present state of our Commerce, and the use of our flag in the Slave trade, may be desirable to a Commander who is about to enter upon his duties here, I enclose herewith a packet giving all desirable information in point up to the period of our sailing for Porto Praya on the 1st Dec, 1850. Which packet was also left here at the departure of the Perry at the above date.

During this present Cruise I find that the Slave trade is languishing, in fact almost suspended, and its Merchants mostly have become bankrupt. Certainly our flag has not for several months at all been used in the traffic, and it is not only my own, but the impression of others, and even those who are interested in the prosperity of the trade, that so long as we have a force here, our flag will not be used in the traffic.

Our Cooperation with the British Cruisers is cordial and harmonious. Nothing having occurred to interrupt it during the present Cruise.

I have closely examined all parts of the Coast from Loango North, to Elephant Bay South - observing all vessels made at sea.

The head of the American House here, informs me that the presence of our Men of War, have had a salutary effect upon his interests, formerly there were many vexatious detentions in the clearance of vessels, prohibition of visiting vessels &c. which are now removed. Having no Consul or

In the Command of any
 U.S. Vessel
 South Coast of Africa

Any

Any public functionary on this Coast, he says that the interests of the House are liable to be jeopardized on frivolous pretexts, in case a man of war is known to be withdrawn for any length of time.

Having protracted the Cruise as far as our stock of provisions will admit - reserving a sufficient quantity to reach Porto Praya, I purpose sailing for that Port on the 20th instant - visiting St Helena en route, by permission of the Commande to refresh the crew with liberty.

I enclose a copy of notes on the passages made severally in the John Adams, Marion, and this vessel, to, and on, this Coast, by Lieutenant Porter, which so fully accord with my own observations, and experience, that I furnish them with the hope that they may prove available.

I am Respectfully,
 Your Servt
 (Signed) Andrew H. Foote
 Lieut Comdg

U.S. Brig Perry
 St Paul de Loanda
 May 18th 1857

Sir

I have the honor to transmit the copy of a letter directed to the Commander of any U.S. Vessel. Who may arrive on this coast.

I have the honor to be
 Very Respectfully
 Your Servt
 (Signed) Andrew H. Foote
 Lieut Comdg

Hon Wm A. Graham
 Sec. Navy
 Washington
 D.C.

US Brig Perry
St Paul de Loanda
May 17th 1851

140

Sir

In a letter addressed to the Commander of any US Vessel who may come to the Southern Coast, I have enclosed a copy of notes drawn up by Lieutenant Porter who has cruised on the Southern Coast of Africa, Severally in the Harrier, John Adams, and this vessel.

I transmit a copy of these notes (which fully accord with my own observations and experience,) under the impression that they may be available in the hydrographical Department.

I have the honor to be
Yr^{ob} Serv^t
(Sign^g) Andrew H. Foote
Lieut. Comdg

Comm^r Lewis Harrington
Chief of the Bureau
Ordnance and Hydrography
Washington
D.C.

US Brig Perry
St Paul de Loanda
S.W. Coast of Africa
May 17. 1851

Sir

I have the honor to transmit a letter from Sir George Jackson K.C.B. British Commissioner of the Mixed Commission, in relation to the past and present state of the Slave trade on this coast.

I have the honor to be
Very Respect^{ly} Yr^{ob} Serv^t
(Sign^g) Andrew H. Foote
Lieut. Comdg

Hon^{ble} Wm. A. Graham
Sec. Navy
Washington

US Brig Perry
St Helena
June 1st 1851

141

Sir

I have the honor to report the arrival of this vessel at St Helena on the 29th ult. After a passage of nine days from the coast of Africa, and to inform the Department, that agreeably to the orders of Comm^r Gregory, I shall proceed hence to Porto Praya on the 7th instant.

I have the honor to be
Sir Very Respect^{fully}
Yr^{ob} Serv^t
(Sign^g) Andrew H. Foote
Lieut. Comdg

Hon^{ble} Wm. A. Graham
Sec. Navy
Washington
D.C.

US Brig Perry
June 1. 1851

Sir

I have the honor to enclose a Muster Roll of the Officers and Crew of this vessel, also a list of discharges.

I have the honor to be
Sir Very Respect^{fully}
Yr^{ob} Serv^t
(Sign^g) Andrew H. Foote
Lieut. Comdg

Hon^{ble} Wm. A. Graham
Sec. Navy
Washington
D.C.

142

US Brig Perry
Porto Praya
June 20. 1857

143

Sir I have this instant arrived with the US Brig Perry from a Cruise South of the Equator, and transmit herewith letters and papers giving a detailed account of occurrences as they have transpired, while acting under the orders of Comm^o Gregory of 20th Feb'y 1857.

We sailed from the Coast of Africa on the 20th ultimo, and arrived at the Island of St Helena, after a passage of nine days, where having spent nine days in refreshing the crew with liberty, proceeded to the North Coast, arriving at Monrovia after a passage of nine days, and having spent one day in wooding and watering at Monrovia, sailed for this Port where we have arrived after a passage of thirteen days.

Dear Sir
Very Respectfully
Yr Ob^t Servt
(Sign) Andrew H Foote
Lieut Comdg

Comm^o Eli. A. Parallels
Comdg US Naval Forces
Coast of Africa

US Brig Perry
Porto Praya
July 2. 1857.

144

Muttimin

You will hold a strict and careful survey on a quantity of Flour and Bread, reported by Mr. H. Morse M.D. M. as unfit for issue and report accordingly

Very Respectfully
Yr Ob^t Servt
(Sign) Andrew H Foote
Lieut Comdg

In
Lieut W. B. Foster
Surgeon J. H. Watmough
Actg Lieut Walt D. Jones

US Brig Perry
Porto Praya
July 1. 1857

145

Sir I herewith enclose Return of Ordnance equipments and stores for the Quarter ending 30th June 1857.

Dear Sir
Very Respectfully
Yr Ob^t Servt
(Sign) Andrew H Foote
Lieut Comdg

Comm^o Lewis Warrington
Chief of Bureau
Ordnance & Hydrography
Washington
D.C.

US Brig Perry
Polo Praya
July 9. 1851.

146 Sir I have the honor to report that this vessel arrived at Polo Praya on the 30th ultimo. twenty three days from St Helena via Monrovia.

Having found orders here from Commodore Lavallette to remain until his arrival late in October or early in November, in case no urgent business required my action elsewhere. On permission to visit the Island of Madeira in the mean time. I purpose sailing on the 10th instant spending a few weeks with the vessel at Madeira, and returning here towards the latter part of September.

The Officers and Crew of this vessel have been suffering for a few weeks from an epidemic influenza.

I have the honor to be
Sir, Very Respectfully
Your O^b Serv^t
(Signed) Andrew H. Foote
Lieut Comdr

Mr. Wm. A. Graham
Sec. Navy
Washington
D.C.

US Brig Perry
Polo Praya
July 9. 1851

147 Sir On my arrival at this Port on the 30th ultimo, I received Your Order of May 20th 1851. I purpose sailing with this vessel for the Island of Madeira on the 10th instant.

I am Very Resp^{tly}
Yr O^b Serv^t
(Signed) Andrew H. Foote
Lieut Comdr

Comm^d Elie. A. P. Lavallette
Comdr US Naval Forces
Coast of Africa

US Brig Perry
Polo Praya
July 9th 1851

148 Sir I enclos. from Commodore Stantham C.B. Comdr in Chief of N.B.A. Forces on the South Coast of Africa several letters which he requested me to forward to the American Commodore.

I am Very Respectfully
Yr O^b Serv^t
(Signed) Andrew H. Foote
Lieut Comdr

Comm^d
Elie. A. P. Lavallette
Comdr US Naval Forces
Coast of Africa

U.S. Brig Perry
Porto Praya
July 9th, 1857.

149

Sir
I enclose the copy of a letter to the Hon. Sec'y of the Navy reporting in the absence of a senior officer, the arrival of this vessel.

I forwarded copies of my correspondence when on the South Coast to the Navy Department agreeably to the instructions of Comm^o Gregory.

Dear Sir
Very Respectfully
Yr. Obedt Servt.

(Signed) Andrew A. Footh
Lieut. Comm^o

Comm^o
Lieut. A. A. Footh
Comm^o U.S. Naval Forces
Coast of Africa.

U.S. Brig Perry
Porto Praya
July 9th, 1857.

Sir

As there is no American Consul here at present, and Mr. Morse the Naval Store Keeper (the only other person who might be able to afford you intelligence of the Squadron) will be absent until the return of the Perry, I take the liberty of stating for your information, that Commodore Farwell is at on a cruise and will probably not return here until late in October, or early in November. The Dale has gone around the Cape of Good Hope. The John Adams gone to the Leeward Coast. The Porpoise is probably at Madeira, for which Island I purpose sailing on the 10th instant. And shall not return until the latter part of Sept. Unless I hear in the mean time that the Dolphin, or some other vessel intended as our Relief, has sailed from the United States, in which case I shall leave Madeira forthwith with the hope of meeting her here.

Dear Sir
Very Respectfully
Yr. Obedt Servt.

(Signed) Andrew A. Footh
Lieut. Comm^o

In the
Com^o of Am^y
U.S. Vessel of War
Porto Praya

162

US Brig Perry
at Sea
Sept 26th 1857

151 Gentlemen

You will hold a strict and
careful survey on a quantity of Bread
reported by Purser Wainwright as unfit for
issue - and report accordingly.

Very Respectfully
Yours Ob^d Serv^t
(Signed) Andrew N. Foote
Lieut Comdg

M. Lieut W. B. Porter
Actg Lieut Eth. A. Elden
" " Wm. F. Sours

US Brig Perry
Porto Praya
Sept 30th 1857.

152

Sir I herewith enclose Masterly Returns of
Ordnance equipments and stores, Discharges,
Enlistments, Transfers, and a List of the
officers attached to this vessel, with an abstract
of the crew to the 30th Sept 1857. Also monthly
returns of Ammunition for July, August, and
Sept 1857.

I Am Sir
Very Respectfully
Yours Ob^d Serv^t
(Signed) Andrew N. Foote
Lieut Comdg

Comm^o Elie A. F. Lavallth
Comdg US Naval Forces
Coast of Africa.

163

US Brig Perry
Porto Grande
St Vincent
29th Sept 1857.

153 Sir

I have the honor to request that you
will inform me what agency Her B. A. Consul
has had in reference to the contents of a letter
addressed to you by the Governor General of the
Cap de Verd Islands directing a search to be
made of the American Brigantine "Louisa Beaton"
on suspicion of her being engaged in the Slave
trade.

I have the honor to be
Sir, Very Respectfully
Yours Ob^d Serv^t
(Signed) Andrew N. Foote
Lieut Comdg

To The

Hon^{ble} Antonio A. Segor Shedun
Collector of Customs
Porto Grande
St Vincent

154

US Brig Perry
 Porto Grande
 St Vincent
 29th Sept 1857.

154

Sir

I am credibly informed that during the month of May You denounced the American Brigantine "Louisa Beaton" to the Governor General of these Islands on suspicion of her being engaged in the Slave trade.

I respectfully request that you will inform me by what Authority you made the denunciation, also, the grounds upon which your suspicions of the illegal character of the vessel were founded.

I have the honor to be
 Sir, Very Respectfully,
 Yours at Servt

Jas. Andrew H. Footh
 Lieut. Comd'g

Jno. Randall Esq
 H. B. M. Consul
 St Vincent

US Brig Perry 115
 Porto Grande St Vincent
 29th Sep. 1857.

155

Sir

I have received your letter of this instant, in reply to my letter of this days date asking by what Authority you denounced the American Brigantine "Louisa Beaton" to the Governor General of these Islands, also the grounds upon which your suspicions of the illegal character of that vessel were founded.

I regret that you do not feel at liberty to disclose the Authority upon which you acted in denouncing the American Brigantine "Louisa Beaton" for it was with the hope that you would in a measure be able to relieve yourself of an act of interference in a matter in which you had no concern that chiefly induced me to address you upon the occasion, as however you fail to assign any reason for this act of interference with a vessel belonging to my Government, it becomes my duty to apprise you that the Government of the United States will not permit an Officer of any other Government to interfere Officially or otherwise with any vessel entitled to bear their flag. And I have to suggest to you that hereafter should you have cause to suspect any such vessel sailing in violation of a Municipal law of the United States you will content yourself by giving information of the fact to some Officer or Agent of the Government of the United States, such Officer will at all times be found near your Residence.

Jno. Randall Esq
 H. B. M. Consul
 St Vincent

I might here with propriety dismiss this subject, but justice to the owners of the *Louisa Beaton* requires me further to state that your information, be it from what quarter it may, of the *Louisa Beaton* being engaged in the Slave trade is not entitled to any credit, and in reference to the Character and former proceedings of this Vessel. I inform you that the Hon^{ble} Capt Hastings Comdg the Southern Division of the British Squadron disavowed to me in Sept 1850 the act of boarding and detaining the said Brigantine *Louisa Beaton* by another British Cruiser, and also proposed a pecuniary remuneration for the satisfaction of the Master of the said Vessel, in reference to which, I declined any Agency deeming it my duty to report the matter, which was accordingly done to the Government of the United States. — And farther in the month of June 1851 I examined the said *Louisa Beaton* at the Island of St Helena and now inform you that she was a legal trader at the date of your Communication affecting her Character to the Governor-General of these Islands.

I am the honor to be
 Your Ob^d Serv^t
 (Signed) Alexander N. Foote
 Lieut Comdg

US Brig Perry
 Porto Praya
 Oct 1st 1851.

Sir

On my arrival with this vessel at Porto Grande Island of St Vincent, on the 28th ult, I was informed that H.B.M. Consul, had during the month of May, denounced the American Brigantine *Louisa Beaton* to the Governor General of these Islands, for being engaged in the Slave trade. Under these circumstances, and especially as I have three times during the cruise fallen in with, examined, and become familiar with the Character of the *Louisa Beaton*, and have had on two different occasions, a correspondence with the British Comdg of the Southern African Forces, in relation to the said Vessel, I deemed it my duty to ascertain what action H.B.M. Consul had taken in the case.

Accordingly I proceeded with our Vice Consul to the Collectors Office, and asked for all information relevant to the denunciation of the *Louisa Beaton* by the British Consul, in his possession. Whereupon the Collector read me a Communication from the Governor-General of these Islands, from which it was evident that the said Vessel had been denounced by the British Consul. I then requested a copy of the Governor General's letter, which being declined by the Collector, I complained of his not informing our Vice Consul of the action of the British Consul and informed him that our relations were such as ought to have led him promptly to communicate any action or information given by a foreign Officer,

Comm^d Lieut A. F. Larallum
 Comdg US Naval Forces
 Coast of Africa

168.

Officer, bearing upon American vessels or American interests. The Collector remarked that the British Consul had not addressed him officially but had spoken to him privately on the subject, and as I had requested information, that he would now communicate substantially the contents of the Governor General's letter, in case I would address him to that effect, which was accordingly done as may be seen in letters No. 1. and No. 2. of the Annexed Correspondence.

After sending my letter of request to the Collector, and a few minutes before receiving his reply, The British Mail Steam Packet arrived with Mr. Tod the American Minister on board on his return from Brazil to the United States, I submitted the matter of the British Consul's interference with this American vessel to the Minister, when he approved of the ineffectual steps taken, and advised me by all means to address letters No. 3. and No. 4. to the Consul - remarking that it was a case of unwarrantable interference on the part of a foreign Officer, which on our part demanded prompt notice.

I Am Very Respectfully
 Sir, Your Obedt Servt
 Signed, Andrew H. Footh
 Lieut Comd'g

169

US Brig, Perry
 Porto Praya
 Oct. 1. 1857.

Sir

Agreeably to your orders of 20th May, I proceeded with this vessel on the 10th July, towards the Island of Madeira and arrived at that Port on the 7th August, and sailed thence for Porto Praya 20th ultimo. but in consequence of thick weather and a strong wind from the South & East when near these Islands I deemed it advisable to make for the harbour of Porto Grande, where I arrived on the 28th ultimo, and after remaining two days proceeded to this place.

I Am Sir
 Very Respectfully
 Your Obedt Servt
 Signed, Andrew H. Footh
 Lieut Comd'g

Comdr. Eli. A. Farwell
 Comd'g US Naval Forces
 Coast of Africa

US Brig Perry
Porto Praya
Oct 17th 1861.

Sir

158

I have received on board this vessel, by request of the US Consul, seven men, represented as American Seamen and left destitute among these Islands. Four of these men, having recovered their health, and being short of our Complement I have shipped them as Landsmen. The remaining three men, have been entered on the ships books as supernumeraries.

I have also taken on board Mr Whittless, the late supercargo of the American schooner Alert, who was left here in a destitute condition, and who had contracted the fever of the climate.

I am Sir
Very Respectfully
Yr O^bd^t Serv^t
Signed, Andrew Mc Firth
Agent Comdg

Comm^o Eli A F Lavallette
Comdg US Naval Forces
Coast of Africa

US Brig Perry
Porto Praya
Oct 17th 1861.

159

Sir

On the 13th instant, a Brigantine arrived in this Port under Brazilian Colours. Before she anchored I sent a boat with orders to pull near the vessel, and ascertain where she was from and what news she had to communicate. The Officer reported her as belonging to Rio de Janeiro, and last from Trinidad de Cuba, with sand ballast. Soon after the vessel had anchored, the Custom House boat was seen pulling towards her to pay the usual visit, but without boarding the Brigantine, the Health Officer called on me, stating that the said Brigantine had the small pox on board, and that he had placed her in quarantine, he then requested me, from the Authorities of the place, not to permit her to leave the harbour until she had paid her bills for the water & provisions which were to be furnished her. Deeming it rather my duty, in the first place to ascertain the real character of the vessel, I communicated my doubts of her having the small pox on board - intimating that it was probably a ruse to avoid an examination, as I strongly suspected from her manoeuvres - number of men on deck - general appearance &c; that she was a slave, and suggested that we should drop under her bows, take her papers and critically examine them, which might give a clue to her real character. This was done, and the papers being found too informal to entitle her to the protection of any State or Nation, the

Comm^o Eli A F Lavallette
Comdg US Naval Forces
Coast of Africa

172

she was boarded by the Governor & Collector, who finding no small pox on board, requested me to furnish a number of men to assist in making a thorough search of the vessel. I then boarded the Brigantine in person - Communicated with the Governor & Collector, and subsequently placed a number of men, in charge of Lieut. Potter, to assist in the search, under the direction of the Collector, and after completing the search, at the request of the Collector, I directed Lieut. Potter to take the vessel to the inner harbor and unbend her sails.

I Am Sir
Very Respectfully
Your Obedt Servt
Signed, Andrew H. Fook
Lieut Comdg

US Brig Perry
Porto Grande

St Vincent.

Oct 22. 1801.

180

Sir

Commodore Larallette not having arrived from the Coast of Africa, I avail myself of this opportunity to transmit to the Department a Correspondence with N. B. M. Consul and others, in Relation to the American Brigantine, Louisa Beaton.

I have the honor to be
Very Respectfully Sir
Your Obedt Servt
Signed, Andrew H. Fook
Lieut Comdg

Wm A Graham
Secy Navy
Washington
Dc.

174

US Brig Perry
 Porto Prater
 St Vincent
 Oct 22^d 1857

161

Sir

Under the impression that the British Consul has forwarded to his Government the Correspondence had with me in relation to the American Sloop *Louisa* Beaton and that our Government might want a copy at an earlier date than otherwise could be furnished, I transmit this day a copy of said Correspondence together with the enclosed letter, to the Hon Secretary of the Navy.

Yours Very Respectfully,
 Your Obedt Servt,
 Andrew A. Foote
 Lieut Comdg

Comm^d Elie A. F. Harrell
 Comdg US Naval Force
 Coast of Africa

US Brig Perry

175

Sir

I respectfully report that this vessel wants a thorough overhaul and extensive repairs.

The Copper is worn out. A leak (tho' partially stopped) supposed to be about the bed of the bowsprit, has in a gale of wind admitted 9 inches water per hour. The Starboard Cathart is much decayed. Berth deck nearly gone. Spar deck in places apparently settled, and the port side of the vessel appears to be hogged.

The lower rigging except a lower pendant having parted, is apparently in good condition, tho' the time it has been worn and the difficulty of ascertaining its real strength, would seem to call for a critical survey before again using it. The remainder of the rigging, together with the Chain Tapsail sheets - Markingales, back ropes &c require to be renewed.

The Topmast after backstays are imperfectly secured. I would recommend that the bolts for both backstays go through the channel and bolted, and backed by another bolt, similar to the bolt in chain plates in the chains for the shrouds or lower rigging.

I would also suggest that 8 tons of pig iron ballast be put aboard, as the vessel from her little beam, and no floor, is quite crank while the water is kept filled. When a cup with water and provisions, she sails much faster both by large.

The masts and spars are in very good order, with the exception of the Main Tapsail boom being too slight for its length - 56 feet by 10 1/2 inches. In consequence we have had to keep a button on its centre for a support. The Giboom is white pine and too small in diameter

Comm^d Charles W. Skinner
 Chief of Bureau Construction &c
 Washington.

diament - Having been made to supply the one carried away in a squall.

One half worn suit of sails now on board might answer for the second best suit, for another cruise.

The vessel sails by the wind remarkably well - beating all the British Cruisers on the South African Coast with whom we co-operate, but free and before the wind she is comparatively dull - Still we managed by long chasing to board all vessels, some 60 or 70 in number, made at sea.

The Perry may be considered a very good Sea Boat, and certainly in the case of her motions and any decks in a strong wind and heavy sea I believe her to be unsurpassed by any vessel in the Service.

I have the honor to be
Very Respectfully Sir
Signed, Andrew H. Foote
Lieut Comdg

The best sailing trim of the Perry is 28 inches by the stem.

The Reeder has rotted nearly one inch in consequence of the wear of the gudgeons and pintles.

US Brig Perry

Sir

I have the honor to transmit the proceedings of a Court Martial in the case of Samuel Payne late of the Germantown who by order of Commodore Cavalletti was sent on board this vessel for the purpose of having his sentence executed in full.

I also forward a copy of the descriptive roll of said Payne which I have transmitted to the different Naval Bureaux.

I have the honor to be
Very Respectfully Sir
Your Obedt Servt
Signed Andrew H. Foote
Lieut Comdg

Wm A. Graham
Secy Navy
Washington

US Brig Perry

Sir

I have the honor to report the arrival of this vessel after a passage of days from the Cape Verde Islands.

Also, to enclose a copy of my orders from Commodore Cavalletti.

I have the honor to be
Very Respectfully Sir
Yours Servt
Signed Andrew H. Foote
Lieut Comdg

Wm A. Graham
Secy Navy
Washington

U.S. Brig Perry

Sir,

I have the honor to request that the amount of prize money due the Officers and Crew of this vessel for the capture of the Ship Martha of New York and Benjamin Chalmers of Baltimore may be paid by the Purser when the Crew are "paid off".

I have the honor to be

Very Respectfully, Sir

Your Obedt Servt

Signed, Andrew H. Foote

Lieut Comdr

Wm A Graham

Secy Navy

Washington

U.S. Brig Perry

Sir,

Agreeably to the sentence of a Court martial I transmit a descriptive roll of Samuel Payne Seaman, late of the "Hermann", who was convicted on the charge of Unlawful and Seditions Conduct.

I am Sir Respectfully

Your Obedt Servt

Signed, Andrew H. Foote

Lieut Comdr

To the

Commanding Officer

Naval Rendezvous

A Copy of the above has been forwarded to the different Naval Rendezvous in the United States.

New Haven

March 22/1852

Sir,

I have the honor to enclose letters & papers from Commr. Gregory, late Comdr in Chief of the Naval Forces on the Coast of Africa, with a letter from Mr. Canby, the Commercial Agent at St. Helena, in reference to the State of our Commerce at that Island.

You may recollect when in Washington that I alluded to this subject when you referred me to the Hon. Secy. of State (Mr. Webster) but not having the accompanying papers and having made an appointment to see him again on the same subject, which circumstances prevented me from effecting, I now at the suggestion of Commr. Gregory, forward the papers to the Navy Dept.

Mr. Canby is a zealous efficient Commercial Agent, but for want of an Equivalence is often seriously embarrassed in the execution of his duties. Commr. Laralltte had also made application for Mr. Canby being made full Comdr.

I have the honor to be Sir

Very Respectfully

Your Obedt Servt

Andrew H. Foote

Lt. U. S. N.

Wm. M. Graham

Secy of the Navy

Washington

D.C.

New Haven
April 7th 1852

Sir,

Frequent applications are made to me by the Officers & crew of the U. S. Brig "Perry" lately under my command on the coast of Africa, when & how they are to receive the prize money accruing from the slave equipped ship "Martha" of New York and the Brigantine "Charmouth" of Baltimore - the two vessels captured by the Perry on the coast on the 6th of June and 11th Sept. 1850.

I have written several to the 4th Auditor, Navy Agent & Marshals of New York & Maryland, without being able to ascertain any thing in reference to the destination of the prize money. And therefore respectfully request that some action may be taken, which will enable me to give the Officers & crew lately attached to the Perry, the information desired.

I have the honor to be
Very Respectfully
Obedient & Devoted
Lt. Wm. L. Webb

Wm. L. Webb
Lieut. & Navy
Washington D.C.

New Haven
May 8th 1852

Sir,

Having twice visited St. Helena in my late cruise when commanding the U. S. Brig "Perry" on the coast of Africa, and finding that not only many American vessels from China & India but a number of whalers often with desaffected crews were in the habit of visiting the Island, and that the local authorities did not tender that assistance which they would have rendered were the Board in possession of an application from the Queen, respecting the circumstances to be given by their countrymen the African Squadron, who with Comdr. Lavett's success, considers that our commercial interests would be subserved, if the Board being made full aware.

I have by the direction of the Secy of the Navy, already forwarded the papers relating to this case, through the Hon. Mr. Freese (Secy of this District) & respectfully request that it may soon receive the consideration of the State Department.

I have the honor to be
Obedient & Devoted

Wm. L. Webb
Secretary of State
Washington

Collection THE PAPERS OF

ANDREW HULL FOOTE

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Shelf/Accession No. _____

566

Oct

14

US Ship Portsmouth
Pah Paya Aug 7, 1858

Sir

On your joining the African Squadron, I have to inform you, that since its first establishment, many Rules, Regulations, & Orders have been promulgated by the several Officers who have preceded me in command. All of them amounting only to a call for the observance of the Laws of Congress. The Regulations of the Navy Dept. & a proper discharge of duty. Your well known great experience, & sufficient guarantee of your faithfulness in all respects, and as it is necessary to dispatch your vessel immediately on a cruise South of the Line, I shall with great confidence leave you to the service of your own good judgment in general matters. But as one of the first consequences & sympathies will call your attention to the observance of every means calculated to preserve and insure the health of your crew. I am convinced by the experience of the Fleet Surgeons Dr Johnson, and others, that it is absolutely necessary for white persons to avoid exposure to the heat of the day, and all exposure to the night, air or shore, on every part of the Coast of Africa, and always when at anchor, to lay at a sufficient distance from the shore to avoid its deleterious effects. Besides those precautions, cleanliness of ship, & persons, constant ventilation, proper food & clothing, sufficiency of water, and good discipline have hitherto produced the happiest results, and no doubt will continue to do so. You will be furnished with a complement of Kormora, sufficient to man two of your boats, which will relieve your crew from all hazards of that duty. You must not permit your Officers or men to visit the shore, while on the Coast unnecessarily, or at all when they cannot with certainty return at any moment.

You must be careful to procure good wholesome water, and in such abundance, as to insure

St James & A. H. Cook

Comdg US Ship

insure at all times, if possible, a full allowance to the crew and also to furnish them with fresh provisions and vegetables wherever the opportunity offers.

You will be pleased to keep a record of the vessels you may meet during your cruise and make report according to the form furnished you.

You are aware of the disposition of the government to cultivate and maintain the most friendly intercourse with all other nations or people, and must govern yourself accordingly.

You are not to purchase any supplies whatever that may not be absolutely necessary.

I am Very Respectfully

Your Most Obedient

J. N. Gregory.

Comd'g U. S. Squadron

U. S. Ship Portsmouth
Palo Pardo Jan'y 9. 1850

Sir

When the Brig Perry under your Command shall in all respects be prepared for sea you will proceed hence direct to Monrovia where you will meet the U. S. Frigate, Commander John M. Mason, who has been instructed to fill up your provisions, furnish you with Sifted Flour, and render you all useful assistance, otherwise to expedite your movements - making no unnecessary delay at Monrovia. You will proceed thence on a cruise South of the Equator - the limits of which extend to the latitude of Cape St. Marys, 13° South.

It is recommended that from Monrovia you proceed off the coast - keeping well to the Westward, until you have crossed the line and can reach the

Lieut Comd'g U. S. Ship
Comd'g U. S. Brig Perry

the southern limits of your cruising grounds. Steady avoiding the prevailing winds and currents, which South of the line, will be found adverse to your progress in shore, but favorable to a close examination, on your way to the Northward.

The object of your cruise, is for the purpose of protecting the lawful commerce of the U. S. in all its legitimate pursuits, and under the laws of the U. S. to prevent the flag & citizens of the U. S. from being used or concerned in the Slave trade - and to carry out in good faith the Treaty stipulations between the United States & England.

After reaching the southern point of your destination or nearly so, you are to cruise along the coast to the Northward examining the principal points, or Slave Stations, such as the Salinas, Benguela, Loando, Ambing, River Congo, &c. and intermediate places, along the coast, each towards Monrovia - acting in all cases, from the best of your judgment - the information you may obtain, and circumstances that may present themselves, taking care in no case to exceed the instructions of the Hon. Secretary of the Navy, enclosed herewith for your guidance.

Should you meet British Cruisers, you can act in concert with them, so far as your instructions permit, always maintaining an equal and independent position. I have information that there have been a number of American vessels, hovering upon the coast between Cape St. Marys and Cape Lopez, and that some of them have left the coast with Slaves, therefore be vigilant. Should you capture Slaves, they must be landed at Monrovia. Vessels clearly liable to capture, without having Slaves on board, may be sent directly to the U. S.

Lieut Comd'g U. S. Ship
Comd'g U. S. Brig Perry

It is desirable that your cruise should
be extended to the utmost limits of time.
Your stock of provisions will allow
making a safe calculation to return
to this place, in time to replenish them
and to receive further orders.

Wishing you a safe and success-
ful cruise.

I am Very Respectfully
Yours, Chas. Scott
15, 11, 3 St. George
Cavalry Adj. General

US Brig Perry
St. Philips de Benguela 7 March 1850

Sir

I have this instant arrived after a passage of
forty one days from Monaco, during which have chased
& communicated with three vessels, two English & one American.

I have exchanged salutes with the authorities on shore
and paid my respects to the Governor who has signified
his intention to incorporate the civility and members the 11th
instant, after which I shall proceed down the coast towards
the equator making close examination on shore for the purpose
of ascertaining if there are slaves sailing under
the American flag.

It having been intimated to me that our merchant
vessels are subjected to great commercial restrictions
then would have been the case had a government
vessel occasionally made her appearance, I have
intimated to the Governor that our men of war
will probably visit this part of the coast more
frequently than they have done for the last few
years. The Brig Catharine of Salem laden with
gun powder, iron, rice, & other goods, is the only
American vessel in port.

If I am able to collect more authentic informa-
tion I shall communicate to the Dept the circumstan-
ces attending the capture of the late American Brig
which it has been called the Commodore, by the Brig
Hatterick, five days before my arrival on the coast. For
this case, it appears from what I have been able
to learn, that the Brig came from Rio under American
colors & papers, with an American Captain & crew
& was her training to a Brazilian Captain & crew, the
American Captain going on shore with his crew and
papers. The Commodore had seven hundred & fifty
tons on board & was being captured was sent to the
Island of St. Helena.

I have the honor to be

Very Respectfully
Yours, Chas. Scott
Andrew A. Scott
St. Helena

St Paul de Lander March 21st 1850

Sir

We arrived in this port on the 17th inst, having examined closely the intermediate coast from Benguela, and communicated with an English and Portuguese Man of War, and boarded a Portuguese Merchant Vessel.

Our stay here will not exceed one week, which period is necessary to their ship, attend to the rigging and supply the crew with fresh provisions. Having done, we shall cruise until the 15th or 20th proximo between this & the River Congo, where it is asserted that the Slave trade is now most actively prosecuted.

We have exchanged salutes with the authorities on shore, and saluted the British Commissioner and Consul, who have visited the vessel.

Her Majesty's Steamer Griffler arrived yesterday having recently captured a Slave supposed to be named the *Slave of Philat*, which sailed from Rio de Janeiro to St. Paul de Lander, when she fell up for a Slave Cargo, and received a Brazilian Captain and crew, when boarded by the Griffler she had American Colours flying, and on being told by the Commander that her papers were forged, and as he could not search the vessel, but must send her to an American Cruiser, the Captain ordered the Brazilian Colours to be hoisted, disclaiming that the vessel was Brazilian property, and sent the Brazilian Captain and crew on deck, and gave up the vessel.

I have the honor to be Sir

Very Respectfully

Your obedient

Andrew A. Drake

St. Paul

Genl. Wm. Ballard
Secy of the Navy
Washington D.C.

St Paul de Lander March 21st 1850

at this place

Sir

Since my arrival here I have received from various sources information of the abuse of our flag in connection with the Slave trade, and inclose copies of letters and papers addressed to me by the British Commissioner Sir George Jackson, and Commander Suter of Her Majesty's Steamer Porpoise, which will give the Dept. authentic information on this subject.

It is the legitimate commerce of the United States to trade that of Great Britain and France on the coast south of the Equator, and as the American flag has been used to cover the most extensive Slave trade. It would seem that the presence of one or two men of war, and the appointment of a Consul or some public functionary to this place were desirable.

Our Depot of provisions at Porto Praya is so far removed that a vessel can barely reach the southern point of the Slave Stations before she is compelled for want of provisions to return and refit. A Consul or Store-keeper here might as in the case of the English or French supply this division of the Equatorial and thus keep constantly a force on this side of the Equator, where until the arrival of this vessel there has been no man of war for a period of two years.

It has been intimated to me by Americans that if the Government were aware of the atrocities committed under our flag that it might be induced to take

Genl. Wm. Ballard
Secy of the Navy
Washington
D.C.

take some measures preventing the sale
of American vessels on this coast, or at
Rio de Janeiro, when bound to this coast,
as, in nearly every instance the vessel is
sold to engage in the slave trade. But
if this should be regarded as too great
a check upon our commercial interests,
such sale if made on this coast might
be duly notified to our Consul or Agent
here that the vessel might be known
as having changed her nationality.

St Paul de Loanda is comparatively
healthy to Poto Pango, or any place
on the coast north of the Equator. It
contains seventeen thousand inhabitants,
one fourth of whom are probably Europeans.

I have the honor to be Sir

Very Respectfully
Your Obedt Servt
Andrew L. Fort
St Louis

Copy of a letter from Commander Taylor
of the U.S. Steamer "Tussock"

St Paul de Loanda
21 March 1850

Sir

I beg to forward you the information
you requested, relative to vessels that have been traded
by "Tussock" or her boats, upon her station off the Congo,
under the American flag, all of these vessels
have taken slaves from some part of the Coast
or others, and with the exception of the Lucy Ann,
taken by Wm S. Riddle with 500 and upwards,
although each of them have been traded by
most of the cruisers on the station, previous
to shipping, but not having the right of search
upon overhauling their papers, and to the
best of our judgment, not being able to detect
any inaccuracies in such papers, our duty
with the American flag ended. These are
vessels that have been traded by myself, or
boats, but the Senior Officer of the Division
(the Hon^{ble} Captain Hastings) can give you
a list of many more, all of which would
have been good prizes to any American man
of war, or Officer having the right of search,
for we are well assured, that all of them
came over to this coast fully fitted and
equipped for the slave trade.

From the sentiments you expressed
(when I had the pleasure of seeing you
last night) relative to the determination
of your Government, not to allow the flag
of the State to be made use of as a cover.

Captain Fort
U.S. Ship of War
Peris

am for, carrying on this inhuman traffic, I regret much that the pleasure of making your acquaintance has only fallen to my lot at a moment, when the time of my service on the western Coast of Africa has expired, but feel satisfied that not only on the part of the senior officers of the Southern Division (The Hon Captain Eastings) but also of my brother officers still remaining in service on the Coast, you will meet with the most cordial cooperation in the suppression of the Slave trade.

I sail tomorrow on my way toward England, and shall be most happy to take charge of any letters or Despatches, you may wish to send.

I send you a gun for your boat service which as it is my own private property, I beg you to accept, and with every wish for your success.

I have the honor to be
Sir Your most Obedt^h Serv^t
John Tubor
Commander

Deposited in the Command of the Hon^{ble} & James Dingley

Name of vessel	Rig	Where Bound	Where Belonging	When Bound	When Bound
Meteor	Brig	Port Congo	Baltimore	Port Congo	Port Congo
Allegre	Brig	do	Port of the South	Victoria	Port Congo
Cherish	Brig	do	Port of the South	Victoria	do
Chatterbox	Brig	do	Baltimore	Bound by North	Port Congo
Conor	Brig	do	Boston	Port of the South	Port Congo
Lady & Son	Brig	do	Boston	Port of the South	Port Congo

Paper furnished by the English Commissioner
Sir George Jackson who states that the
above named vessels ostensibly American
have either been captured as slavers
or have left the coast with slave cargoes
with two or three exceptions.

Entered	Sailed	Vessel's name	Rig	Master's name	Tonnage	Remarks
1858 Aug 15	1858 Sept 12	Helene	Barge	J. Ganag	248	
Sept 8	Oct 24	Lagrange	"	Auguste	159	Regular trader between
" 27	" 1	Bridgeton	Brig	Robert May	144	
Dec 23	Dec 31	Economus	Barge	Adeline	240	
Jan 2	Jan 11	Harriet	Brig	J. Salas	228	
" 13	" 21	Helene	"	Franklin	213	
		Wingfield	Brig	"	"	
		Casco	Barge	"	"	
		Amoyen	Brig	"	"	
		Forward	"	"	"	
1857 Jan 18	1858 Jan 21	Edith	Brig	Robert	146	
		Chatterworth	Brig	J. J. Jones	"	
		Mary Richardson	Barge	"	"	
		Sally Ann	Brig	"	"	

Wm. P. P. P.
St Paul de Loanda
March 25 1858

Sir

I have received your communication
with its inclosure, and had I time before
we sail would be pleased to call and have
some conversation with you in relation to
our Treaty with Portugal.

I will show your letter to
Captain Gregory, as well as a copy of the
papers it enclosed which officer has very
sound judgment, and will no doubt take
such measures as will most effectually
subserve the interest of your house and
that of American Commerce generally.

I am very Respectfully
Yours

Andrew H. Drake

St Augustus Pape
St Paul de Loanda

St Paul de Casado
23^d March 1850

Sir

I take the liberty of forwarding for your perusal the opinion of one of the officers of the State Department relating to our vessels touching at a native port on the coast previous to their reaching here, you will please observe that they have somewhat misunderstood about this place, they not being certain of their having been opened to foreign commerce.

The last treaty between England and Portugal was signed in 1843, and in 1845 the Government at Lisbon decided by a Portaria open to the commerce of those nations with whom they had treaties, the ports of Ponta da Benguela on the south coast of Africa, a port at each of the islands of St Thomas and Principe, and one at the Cape Verde Islands.

Now these ports having thus been opened, the opinion is decidedly that our vessels by touching at a native port previous to their arrival here, does not thereby lose the benefits guaranteed by our treaties with Portugal. But the Government here refuse us this privilege altho' till within a few months it has been always allowed, and now oblige our vessels to come direct here or debar us from the benefits of said treaties by considering us on the same footing as vessels belonging to nations with whom they have no reciprocal treaties, making to us the enormous

Adm G. L. C. Jr
Comdr U. S. S. Perry
Lisbon.

enormous difference of nearly 10% on our whole cargoes, and this to when the vessel brings from the Custom House of the port from which she takes her departure from in the United States full certificate of her cargo being manufacture and produce of the United States, and the certificate to, duly attested by the Portuguese Consul.

I am Yours
Very Respectfully
Augustine Paep

Department of State
Washington 27th Jan 1848
Robt Buchanan Esq
Salon, Massachusetts
Sir

I have the honor to acknowledge the receipt of your letter of the 17th inst in reply to which, I transmit herewith a printed copy of the Treaty of 1841 between the U. States & Portugal, and a copy of a memorandum from one of the officers of the Treasury Department, containing his views of the question presented in your communication.

I am Sir Respectfully
Your Obedt Servant
James Buchanan

Memorandum

Under the Treaty with Portugal, the direct trade is guaranteed to American vessels entering the Ports in the Kingdom & Possessions of Portugal. But the 8th Article exempts from the stipulations of the Treaty Ports and territories in the Kingdom & Possessions of Portugal where foreign Commerce and navigation are not admitted, but grants the privileges of the direct trade to American vessels as soon as any of said ports shall be opened to the Commerce or navigation of any foreign nations.

As the Portuguese ports on the coast of Africa referred to in Mr. Birkhams's letter, are believed to be little more than slave trading ports, it is questionable whether they have been thrown open to foreign Commerce in the sense of the Treaty. The State Department may possibly have information on this point. If such be the fact, an American vessel may depart with a cargo from the U States and touch at a native port on the coast of Africa and land part of her cargo thereat, and proceed with the residue of her cargo to a port or ports in the Portuguese possessions in Africa without infringement of the direct trade. She cannot however take in articles of Merchandise at the native port and land them at a Portuguese port, nor can she take in goods at one Portuguese port and convey them to another port of that nation, the latter would be a coasting trade.

Copy of a letter from The Hon^{ble} Geo^l J^r
Hastings, Comdg the S W Division of
H M Forces on the Coast of Africa.

H B M Steam Ship Cyclops
Offe Amberg 24th March 1850

Sir

It affords me great pleasure to witness the presence of a United States vessel of war on the south west coast of Africa, to be employed in the co-operation with British vessels in the suppression of the Slave Trade and to therefore take the liberty to transmit to you by the officer who, you kindly sent to wait upon me, two Documents connected with Brazilian Slave vessels, who had lately come over to this coast from Brazil displaying the American Ensign, and presenting to the English Boarding Officer (as we have proved) fraudulent American papers.

I assure you that in the necessary examination of these papers, every respect has been paid to the American Flag, and the visit made in strict accordance with the Treaty between the United States of America and Great Britain, and it was not until the masters of the different vessels voluntarily hauled down their Ensigns, and destroyed their papers, informing us at the same time, that they were Brazilians, that any possession was taken of them.

The Copy of a letter I send you was addressed to me by a Lieutenant of the Cyclops who conducted one of the prizes.

Yours truly
Lieut. Gorte
Comdg W. S. S. of War
Pony

18
prize to St Helena, on board of which
vessel were two American Seamen,
will give you some idea of the plan
pursued, on their statement, by parties
in the Brazil to equip and man
Brazilian Slave Vessels.

It will afford me sincere pleasure
to give you every assistance, and infor-
-mation that may be in my power,
for the furtherance of the Service in
which we are both engaged.

I have the honor to be
Sir, Your Obedient Servant
Geo. D. Hastings
Capt. R.N.M. Navy

19
Sir

St Helena
21st Jan'y 1850
I arrived at this Island on the 30th Jan'y
in the Brig Parquo Pilot of Boston, seized
by you in the roads of Ambry under the
peculiar circumstances of being a Brazilian
Slave with an American Ensign, and forged
papers. I am about to state the substance
of various conversations I had with two
American Seamen taken prisoner on the Parquo,
as I deemed it my duty to glean every
possible information regarding the Slave Trade,
and more especially regarding the shameful
prostitution of the American Flag and the
infamous traffic.

I have every reason to credit the follow-
ing statement regarding the Slave Trade,
and the equipment of vessels under the
American Flag, for that trade as I find
the accounts given by one hand on the main
point corroborative that given by the others,
and I do not imagine they could have
any object in deception.

In the first place they represent that
they were in a measure "kidnapped," the
owner of the lodging house where they were
staying in Rio, offered to get them a ship
bound to the States, but at that time
lying at Vittoria, a harbour to the northward
of Cape Rio; they agreed to ship, and on
being paid advance, proceeded on board a
small Steamer, which conveyed them
outside the harbor of Rio, where they
were transhipped to a small Schooner

The Hon. G. D. Hastings
Captain R.N.M. S.
Cyclops

Schooner, in company with a number of
 Portuguese, and in a few days arrived at
 Vittoria, on joining the Pilot they discovered her
 true character, but did not attempt to go
 on shore, and promised a good reward
 (100 Dollars) on their arrival in Africa with
 the option of returning in the vessel, or having
 their passage found in another. They
 stated that they had never seen an American
 ensign, or of course the register, which stated
 the crew were shipped in his presence was
 a forgery. The port Vittoria is I think marked
 in the chart Espanto Santo, it is a solely frequen-
 ted by Slaves, then being a factory and a small
 yard for rigging &c.

The owner of the Pilot is the celebrated
 Don Joaquin Aguilera, or the one armed man,
 and commands the richest in the Brazil.
 the "Providencia" and "Serpent" Steamers belong
 to him, and he has a boat that not a week
 passes that a full slave does not land on
 the coast. He owns 70 Vessels under the
 American flag, which he has bought in Rio,
 and whose papers are all forgeries, to wit
 Pilot of Boston, she is stated to have been
 sold in Rio in March 1848 according to obli-
 vious signed by Mr. Johann Pauls Consul for
 the United States at Rio, which the sequel
 will prove must have been a forgery. The
 true Pilot of Boston was wrecked many years
 ago, but her spars and timbers correspond
 to this vessel, whose original name, I
 am led to understand was Red Rover.
 She has been many years in the Slave
 trade under the US flag, having made
 some new clear voyages, the last under
 the late master Mr. Myers, who landed
 at Ambry with his flag and papers, and

shipped a thousand Slaves, her name was
 then "Athene", and differently painted. A
 Captain Smith an American is the ensigner of
 these vessels, bearing his American flag, it is
 his duty to obtain Master, crew, flag & papers,
 and he gets his percentage on all Slaves
 landed from vessels that have worn the
 US flag. During the month "Pilot" was
 fitting at Vittoria two other vessels were
 likewise fitting them for the Slave trade,
 under the United States flag, viz Calce &
 Snow the former since captured by "Pluto"
 with 400 Slaves, and these vessels entered
 the harbor under the Brazilian flag, having
 landed their Slaves outside the port.

"Pilot" made the African Coast near Benguela
 where she was boarded by a boat which had
 been on the lookout for her, and an American
 Brig for 40 days. By the chart she anchored
 in Bahia Longa on Dec 11, but there were no
 slaves ready for her, as 800 had been shipped
 a few days previously in a two top sail
 Schooner, "Pilot" was then ordered to sea for
 ten days, and on making the land near Dunk
 Point, was again boarded, and ordered to sea
 for ten days in consequence of "Dunk",
 "Star" and "Pluto" being then at Ambry, and
 on anchoring at the latter place on the 10th
 January was captured by "Cyclops", "Pilot"
 was to have shipped 1200 Slaves which
 had been prepared at Ambry for the
 "Providencia" Slave Steamer, but that vessel
 was unable to leave Santos, being strictly
 blockaded by Am St Hydro.

I have the honor to be
 Sir, Your obt Servt
 R Dew
 Lieutenant

Slit of Vapels who have come over to the Coast of Africa from Brazil, displaying American Colours & producing false American Papers, all of whom have been captured by Her Britannic Majesty's Cruisers, since Oct- 1849 as Brazilians.

Lascar Brigantine	Full of Slaves
Pilot Barque	Empty, Equipped for Trade
Navarra Brig	—
Ann D Richardson Barque	—
Lucy Ann Brig	Full of Slaves
J. H. Huntington Brig	Empty, Equipped for Trade
Navarra Barque	—
Louisa Brig	Full of Slaves

The Lucy Ann carried the American Ensign with 350 Slaves secured under hatches, which were battered down & her boom & mast placed over the hatchway as in a legal trading vessel, and did not haul down her Colours, until the boarding Officer distinguished a stifled groan among the Slaves. The alleged Masters of all the above Vapels with the exception of the Navarra were American Citizens.

The annexed copy of a letter from the Officer who conducted the Pilot to St Helena will explain the system pursued with these vessels, & further that the above, or similar Vapels meeting a U.S. Frigate man of War would hoist the Brazilian Ensign and present Brazilian papers.

The Vapels undenamed have been traded by the British Cruisers under similar circumstances with those before mentioned & have I believe escaped with cargoes of Slaves.

"Mastor" "Chalworth" Sold after having continued on legal trade.
 "Redgalls" "Snow"
 "Chester"
 Cyclops 24th March 1850

Geo. D. Hastings
 Capt. N. B. M. Navy

U.S. Brig Perry
 Off Antwerp
 March 25th 1850

Sir

Will you do me the favor to give me a detailed account of the circumstances attending the capture of the Barque Navarra by Her Majesty's Steamer Pinfly?

I ask for this information as the Navarra was boarded when under American Colours, altho' displaying Brazilian Colours when captured.

I have the honor to be
 Sir Respectfully
 Andrew A. Porter
 St Helena

Commander John Taylor
 U.S. Steamer
 Pinfly

24
26th March 1850
Off Amboy
24th March 1850

Sir

In reply to your letter of the 25th inst I beg to inform you that the Slave Barque seized under the Brazilian flag on the 19th inst, had flying at the time she was boarded an American Ensign. The boarding Officer having doubt of her nationality in consequence of her papers not appearing to be regular, & all the crew being ill of diarrhoea at the time, considered it my duty to go on board, when being convinced that her papers were false, I informed the person calling himself master of her (that it was my duty to send him to the American Squadron, or in the event of not falling in with them, to New York, he said he hoped I would not do so. I told him I had no alternative, he immediately went on deck and ordered his mate to haul the American Ensign down, to throw it overboard, and to hoist their proper colors, the American Ensign was hauled down and thrown overboard by the mate, who immediately hoisted the Brazilian Ensign; a man then came on deck from below saying I am Captain of this vessel, she is Brazilian property and fully fitted for the Slave trade, which the person who first appeared acknowledged, stating that he was himself a Brazilian Subject, having obtained his from them in writing, the person who

I Captain Goote
U.S. Ship of War
Perry.

who first called himself Captain having signed it as Antonio Jose Ferreira, and having had the signing of the document interrupted by two Officers of "Pierfly" I now opened her hatch, found all the Brazilian crew below, slave deck laid, water filled, provisions for the Slave and Slave Shackles.

The Americans on board expressed a wish not to be landed at Amboy, I asked them if they wished to be given up to an American man of War, if so I would take them on board the "Pierfly" they said they would, and as they all declared that when they left her they would not award they had shipped for a Slaving voyage, and did not know it until she regularly fitted as a Slave at Mathamoras, I took them on board and delivered them up to you at St Paul de Leander.

I have the honor to be
Sir, Your Obedt Servant
John Foster
Commander

U.S. Frigate Perry
At Sea March 27. 1850

Sir

Enclosed are copies of letters which have passed between Commander Junior of Her Majesty's Steam Ship "Puffin" and myself in relation to the capture of the Barque Navarre which was boarded when under American Colors and captured under Brazilian Colors.

I also transmit a copy of a letter and papers addressed to me by the Hon Captain Hastings of Her Majesty's Squadron on this coast, explanatory of the course pursued by English Cruisers who have captured vessels when under a foreign flag, but which displayed the American flag when boarded by English Officers.

I have the honor to be
Sir, Very Respectfully
Yours obt. Servant
Arthur W. Porter
Commander

Hon. Wm. Ballou Preston
Secy of the Navy
Washington

U.S. Ship John Adams
Offending 9th April 1850

Sir

I enclose for your perusal from Captain The Hon. Geo. Hastings of Her Britannic Majesty's Steam Ship "Cyclops" and Senior Officer of the Southern division of the British Squadron on this coast. Whence you are mentioned in connection with the explanation given relative to several captures and boarding operations conducted by officers of Her Britannic Majesty's Cruisers.

I am pleased to give me your report of the same for the information of the Commander in Chief of our forces in this quarter.

Very Respectfully
Yours obt. Servant
L. M. Powell
Commander

Great Comdg. Arthur W. Porter
Comdg. U.S. Frigate Perry
Offending

28
 US Brig Perry
 Off Anbury April 10th 1850

Sir

Your letter of the 9th inst enclosing a communication addressed to you from the Hon^{ble} Capt Hastings of H M S Cyclops wherein I am mentioned in connection with the Navarre & the fact that with your directions to report on the same has been seen.

In relation to the Navarre her Capt made mention in when on the arrival of H M Steamer Grizzly at Cape and did not at any time come on board of the Perry altho' I acquainted Capt Stedder of the Barrington to inform the Capt of the Navarre that if he had any complaint to make, if he would come on board I would attend to it while the Grizzly was present.

There were six American seamen on board of the Navarre when captured who I sent on board of this vessel at their request, as they stated that they had been desired as to the object of their voyage & wished to be conveyed to former Secretary land of the station having no evidence of any breach of the laws of the U States which would authorize their detention five of them were permitted to leave the vessel, & the remaining one was, at his own request, yesterday sent on board the John Adams, under your command.

In relation to the steamer launch bearing the fact that no complaint was proposed to me by Capt Stedder her Commander, being underway on the arrival of the latter vessel at Anbury. I had no communication with her, except to send the letter bag on board by my clerk, who on his return reported that Capt Stedder or the mate had spontaneously remarked that the Cyclops had again fired at him, & when the boat came alongside he had told the officers to tell his Captain that he had better keep his potatoes to himself.

I am Sir Very Respectfully

Com^d Lewis M. Powell
 Com^d Nelson John C. Frame

Yr Obedt Servt
 Andrew H. Drake
 Lt-Com^d

29
 US Brig Perry
 At Sea April 14th 1850

Sir

The Brigantine Louisa Beaton left Anbury on the 12th inst under suspicious circumstances, I have sent Lieut Rush to the Hon^{ble} Captain Hastings who has acceded to my suggestion of going in pursuit of the vessel in H M S Cyclops, taking Lieut Rush with him, as we may best properly represented in the event of overhauling the chase.

Dep^y Wm Stone will give you the particulars of the Louisa Beaton's leaving the coast, and the unavailing efforts of this vessel and two of her boats in overhauling her.

At the suggestion of the Hon^{ble} Captain Hastings I sent telegrams to ascertain if the Louisa Beaton is here.

I am Sir
 Very Respectfully
 Your Obedt Servt
 Andrew H. Drake
 Lt-Com^d

Com^d Andrew Lewis M. Powell
 Com^d John C. Frame
 John C. Frame
 Lt-Com^d

Her Britannic Majesty's
Flag Ship Cyclops
S.W. Coast of Africa
15th April 1850

Sir

I had the pleasure of receiving the intelligence you kindly sent me, yesterday morning, by Lieut Rush, of the Brig you command, informing me, that a report had reached you, that the American Brigantine "Louisa Beaton" which vessel was laying at Ambing on company with us, in the 7th Inst, had shipped a cargo of negroes.

I observed the "Louisa Beaton" weigh from Ambing on the evening of the 12th Inst, and pass close to the "Perry" with her colors flying, and at sunset she was observed by us, close in with the Land, also sighted her next morning and continued to see her until the evening, apparently working very close to the Southward.

As the wind had been exceedingly light all night I thought it possible, if the information of the "Louisa Beaton's" shipment was correct, that I might mistake her, and accordingly proposed to Lieut Rush that he should accompany me, and watch the proceedings of the vessel in case we should discover her.

I steamed to the westward for nearly 40 miles but saw nothing of her, and I am of opinion that the report in question affecting the "Louisa Beaton" is not at present correct, and that when we next hear from Leander she will be found to have arrived there, but I think it very likely that she has been disposed of, by sale, in consequence of the Slave Dealers, not being

Andrew A. Smith Esq
Lieut Commander
S.W. Coast of Africa

being successful, having only effected the embarkation of her cargo of negroes this year (1850) & therefore all the vessels that can be procured, no matter at what expense, will be eagerly sought after by them, but as I hear there is no vessel at Ambing, I think it possible that arrangements are being made for the "Louisa Beaton" cargo being discharged at Leander, from whence, after procuring the necessary articles and fittings required, she will probably return to Ambing for the negroes. This will be no new occurrence, as many American vessels have been disposed of in a similar manner, and escaped with cargoes of African slaves. I have been stationed on the coast.

Had an American man of war been present, on the 12th inst, when the "Louisa Beaton" left Ambing, Johnson had considered it my duty, from their having been observed whilst in company with her, on the 7th Inst, a large quantity of blank cartridges, for a hand deck, in his upper deck, together with water casks which would have excited suspicion, to have visited her & satisfied myself, that her nationality had not been changed, & that at Ambing not taking it for granted that the flag displayed by any vessel is a sufficient evidence of her nationality.

It is so probable that I may not meet the "John Adams" previous to your leaving the coast for Port Ponga you will oblige me, by forwarding me a copy of this letter to Commander Powell for the information of Mr. Laing, as it will be my duty to lay it before the British Commanders in Chief, in the Senegal river, that some arrangement will be come to by those officers to put a stop to this nefarious system on the South west Coast of Africa.

I have the honor to be
Sir Your Obedt Servt

Geo. A. Hastings
Capt. R. N. & Commanding
Majesty's Navy

Old Point, Senegal
off Ambing April 17th 1850

Sir

I have recd your communication of the 15th inst in relation to a report which I had communicated through Lieut Rush, that the Brigantine Louisa Beaton had shipped a cargo of slaves at Ambing, and accordingly to your request I will forward a copy of it to Commandr Powell for the information of Commr Gregory.

I boarded the Louisa Beaton at sea several days before her arrival & found her to be a legal American trader, which character she sustained while at anchor with the several men of war at Ambing.

I had no reason after an absence of three days to suppose that she could in the mean time have fitted for a slave cargo, and therefore I did not consider it my duty again to board her, and I am happy to inform you that the report of the Louisa Beaton having taken slaves at Ambing is untrue, and that she is now at St Paul de Candor.

In relation to your "not taking it for granted that the flag displayed by any vessel is a sufficient evidence of her nationality," primarily the flag which a vessel wears is *prima facie*, altho' it is not conclusive proof of her nationality. It is a mere emblem which loses its true character when it is worn by those who have no right to it. On the other hand

Yours Capt Geo B Hastings
Comdr the Southern Division
of Her Majesty's Force
on the Coast of Africa

those who lawfully display the flag of the U States will have all the protection it supplies. therefore when a foreign Commer bears a vessel under this flag she will do it upon her own responsibility.

I avail myself of this occasion to tender you my thanks for your kind attentions to Lieut Rush, as well as for the valuable information imparted to me during our conversation for the suppression of the slave trade.

I have the honor to be
Very Respectfully Sir
Your Obedt Servt

(Signed) Andrew A. Foote
Lt Comdr

His Britannic Majesty's Steam
Ship Cyclops off the Coast of Africa
19th April 1850

Sir

I have the honor to acknowledge the receipt of your letter of the 17th Instant and am glad to learn by it that the report of the "Louisa Beaton" having shipped a cargo of Slaves at Ambriz is incorrect.

But as vessels are disposed of change their nationality and escape from Ambriz with Slaves in so rapid a period of time as a few hours, I would respectfully suggest the necessity of keeping a strict watch over the movements of the "Louisa Beaton" should she appear again off this part of the Coast. Will you favor me by handing the accompanying letter to Commander Powell on your next meeting the "John Adams".

I have the honor to be
Sir, Your Obedt Servt
Wm B Hastings
Captain & Comd
Majesty's Steam Ship

Andrew H Bate Esq
Lieut Commandr
U.S. Brig Perry
Princes Island

U.S. Brig Perry
Princes Island April 27. 1850

Commissioner

Obediently to your orders of the 21st of April, I proceeded via Bonaville, South of the Equator, and have pursued such a course as I conceived best calculated to suppress the Slave trade consistently with a due regard to the protection of American Commerce. The accompanying letter & papers will give you detailed information on this subject.

We have boarded or ascended the chargeter of every vessel, with one exception (which the 1st Lieut with the gig in thick weather attempted in vain to overhail) that we have seen. Our boats in charge of Lieut Rush and Capt. Wm Stone have been absent from the vessel repeatedly at night as well as during the day and overhauled vessels at a distance of ten and fifteen miles from us, no efforts have been wanting to capture Slaves. But I am informed by the Senior Officer of His Majesty's Force on this side of the Equator who is in communication with a line of Steamers and sailing Vessels, that no suspicious Slave except the "Barque Navarre" which was captured by a British Steamer before we had reached that part of the Coast, has been seen since our arrival.

I made an arrangement with the Hon^{ble} Capt. Hastings, Com^{dr} of His Majesty's Steam Ship Cyclops and Senior Officer of the British Force South of the Equator to come on company, that each might be in a condition to assert the rights and

Com^{dr} Geo H Gregory
Com^{dr} of U.S. Naval Force
Coast of Africa

and prevent the abuse of the flag of its own country in case of overhauling suspicious vessels while in this service off Amoy on the morning of the 4th of April we discovered the U.S. Ship John Adams when I reported myself to Commander Powell and gave him all the information which I possessed with copies of most of the letters and papers herewith transmitted.

Having had an opportunity of communicating with the Navy Depart^{mt} by a vessel bound direct to the U.S. I forwarded a part of the enclosed despatches to the Hon Secretary of the Navy, sup-
-posing that it would be agreeable to your wishes (as you had authorised me thus to communicate) that the Government should be put in possession of the information as early as practicable.

We have been constantly cruising at sea since leaving Monrovia with the exception of five days at anchor in St Philip de Benguela, six days at St Paul de Congo and three days at anchorage making 44 days in port and seventy eight days at sea.

The health of the officers & crew has not materially suffered from the service in which we have been engaged.

I am Sir

Very Respectfully
Yours Obedt Servt
Andrew D. Forte
19 Jan 59

U.S. Ship Patomac
West Bay Prince Island
May 2nd 1859

Sir Your letter of the 27th April reporting your proceedings with the U.S. Ship "Perry" in the Southern Coast of Africa, & the correspondence had with several officers of H.B. Majesty's Navy & others respecting the employment of merchant vessels of the U.S. and the abuse of its flag, for the purpose of carrying on the Slave Trade has been received. The course you have pursued meets my fullest approbation and the zeal, ability and energy with which you have discharged the important duties assigned you, command my highest respect and I have no doubt will be most favorably considered by the Hon Secretary of the Navy.

It is now a matter of great importance to keep one of the Squadron upon the South Coast, not having provisions sufficient in this ship, to enable me to proceed directly there, and the "John Adams" having nearly expended her stock, will be compelled to return to Port Praya by the first of June. Under these circumstances I have to direct that you make requisitions upon this ship, for as full a supply as you can conveniently store, and prepare your vessel for immediate service on the Southern Coast.

I am Very Respectfully
Yours Obedt Servt
F. A. Gregory
Comdg Off. Squadron

Lieut. Comdr. A.D. Forte
Comdg U.S. Ship
Perry

1st Comdr attached to West African Squadron
 Mr. A. C. Gregory

Port from	Days out	Ground S.	Cargo	Remarks
Rio de Janeiro	42	Antioy		Honest Trader
Leandra	2	Antioy	assorted	French Still suspected, gave her another search of their house.
Leandra		Porto Praya		
Rio de Janeiro		Leandra	assorted	French
Leandra		Antioy	"	French Honest Trader. Very good. He was common. Returned her to the ship as a prize on the 17 th Sept. sent her to the 15 th in the 15 th in charge of the ship.
Leandra	5			Chased her 42 hours.
Madagascar	30	Salem	assorted	
Goa	42	Salem	"	In Am ^{er} (present land)
Pinasse pt	31	Albany	Palm oil	Honest Trader
Swamp	44	Leandra	Coal	English
S. Leone	42	St Helena	assorted	English
Salem	56	Leandra	"	
New York		New York	"	Honest Trader
Hamburg	42	Leandra	assorted	Honest Trader
Boston		Porto Praya	"	"
"	27	"	Naval stores	"
Pemberton	33	Aden	Coal	English
New Vincent	4	Bahia	Salt	German
Lisbon	42	Leandra		
Salem	51	Leandra	assorted	
Bahia	55	Habon	Wine	
Lisbon	67		Urzella	Portuguese
Canton	97	New York		American

U.S. Ship Portsmouth
West Bay, Port of Spain May 6th 1840

Sir You will be pleased to proceed hence with all practicable dispatch on the U.S. Ship "Perry" under your command directly to the Southern Coast, when you have lately been cruising - and communicate with Commanda Smith in the "John Adams" soon as you possibly can. Should that vessel have left the Coast before your arrival - or any other circumstances prevent your meeting her - you are to proceed under your former orders, and the Instructions of Government for the purpose of protecting the lawful commerce of the United States - and by every legal and proper means, in your power, to prevent the prostitution of the Flag of the United States - and the employment of American vessels, or Citizens - for the purpose of carrying on the Slave trade.

It appearing in the correspondence had with some of the English officers, that in some instances, when they have boarded vessels under the Flag of the United States - and not having the right of Search, threats have been used of detaining and sending them to the U.S. Squadron. This is improper, and must not be admitted. or any understanding had with them, authorizing such acts, if they choose to detain suspicious vessels. they must do it upon their

Yours faithfully
Lieut. Comdr. A. M. Park
Comdr. U.S. Ship
Perry

their own responsibility, without our assent or connivance. Refusing to the British Government the Right of Search, our Government have commissioned us to prevent vessels and Citizens of the United States from engaging in the Slave trade.

These duties we must perform to the best of our ability, and we have no right to ask or receive the aid of a foreign power. It is desirable to cultivate and preserve the good understanding which now exists between the two Services - and should any differences arise, care must be taken that all discussions are temperate and respectful. You have full authority to act in concert with the British Force - within the scope of our orders and duty - always maintaining an equal and independent position.

Should any circumstances prevent the timely arrival of another vessel, to relieve you on the Southern Station, you are to return to Porto Praya for supplies and orders.

Wishing you a pleasant cruise,
I am Very Respectfully
Yours, Sir, &c.
J. H. Gregory
Comdr. U.S. Ship

U.S. Brig Perry
Off Ambury June 4th 1850

Commodore.

Aqueduct to your orders of the 6th ult. having left Prince Island, I made the best of my way for Ambury, off which place arrived on the 5th instant. I then learned that the "John Adams" Commander Paul was probably at St Paul before for which place I accordingly shaped my course. On the 6th instant at 3 pm made a large ship to windward standing in for the land towards Ambury, at 4 came up with the chase, which had "Martha" New York painted on her sides. The ship hoisted American colors when I sent the "Lieut. Mitchell" to board her as St. Paul was pulling alongside, those on board discovered by his uniform that we were American (we having hoisted no colors). The ship hoisted down the American and hoisted Brazilian colors. Lieut. Rush boarded her and asked for papers and other proofs of nationality, when the Captain Henry M. Merrill said that they had no papers. Leg or anything else, at this time something was thrown aboard when I sent another boat and picked up the writing desk of the Captain which contained sundry papers and letters - then with other papers identifying the Captain as an American Citizen belonging to Capeham Maine, and the owner of the three fifths of the vessel, a John Francis C. Gregory.

Comd'g U.S. Naval Forces
East of Africa

Merchant by the name of Joshua M. Clapp who I am informed is an American resident at Rio de Janeiro after receiving satisfactory proof that the ship "Martha" was a slave and abusing the flag of the U.S. at 6.31. pm, we seized her as a prize.

Captain Merrill admitted that the ship Martha was fully equipped for the slave trade and that she was a lawful prize, we found on board in confirmation of the Captain's statement. Our tin snuff seventy six casks filled with water containing from one hundred to one hundred & fifty gallons each, and one hundred thirty two casks for slave food, several sacks of Beans. Slave deck seats for laymen, four iron benches with boards for building benches under them, for cooking slave provisions. Iron bars with the necessary wood work for securing slaves to the deck, four hundred wooden spears for fending slaves, between thirty & forty muskets, and an agreement between the owner Joshua M. Clapp, resident in Rio de Janeiro & Capt. Henry M. Merrill as Master, also said Clapp receipt for 2,400 m. ree, probably given by Capt. Merrill as security.

There being thirty five souls on board of this prize, many of whom apparently foreigners, I deemed it necessary to send a strong force of twenty five of the crew of this vessel with Lieut. Smith and Acty Lieut. Simons, that the prize might be safely conducted to the port of New York, for which place she takes her departure this evening.

I am Sir
Very Respectfully
Yours
John H. Smith
St. Louis

(Copy)
I the undersigned do hereby agree to pay to
Capt Wm Merrill the sum of One hundred
Dollars per month for such time as he
may be engaged as Master of the Ship
"Martha" of New York, together with, a
Commission of 5% say Five per Cent on the
net proceeds of my interest on the return
voyage of said Ship "Martha" which interest
I guarantee to be equivalent to Three
Fifths of the whole, say 3/5 the Freight
that Captain Merrill's wages shall
continue up to such time as he arrives
back to this port.

Rio de Janeiro April 12th 1850
Joshua M Clapp

(Copy)
Received of Wm Merrill the sum of
Twenty Four Hundred Dollars which
and I promise to pay to him or his
order on demand.

\$2400/100 Rio de Janeiro April 12th 1850
Joshua M Clapp

(Copy)

Sunday May 11th 1849

Mr Wm

Dear Sir

Mr Vanzeller & myself
are going to Entenna to day. think we shall
stay there but 3 or 4 days, shall remain
here a day or ten after our return and
then go to Micaenda.

The Lady Barke has got ahead
again, supposed she will be up here
this day, it is uncertain what she
will do but I am pretty confident
that she will not offer us an opportu-
nity to go to Rio in her. I find the
weather here hot and sultry all the
time.

with the salubrity
of that of Micaenda. for this reason
I am anxious to get back there again.

Yours Truly
Rich^d S. Ogden

Mr Wm H Merrill
Micaenda

(Copy)

Dec 23rd 1847

Capt. A. M. Merrill

Dear Friend

I hoped to have met you when to day, but I have been disappointed and regret exceedingly that I must leave without saying the parting farewell. Do not fail to write me when you sail. Address to the care of J. L. Sherman 166 Nassau Street New York.

Accept my sincere wishes for your success in life, and wishing your health and prosperity.

I remain yr sincere friend
Rich^d Hanning

Dorchester Dec 6th 1847

Dear Brother

You left this morning without my seeing which I meant to have done, I wrote you 12 days ago, but was at Thomaston I suppose, I write you respecting the money I spoke to you about. if you can let me have one hundred dollars it will be of great help to me, you can send it in a letter, but get no large bills as possible and let the post master see you put it in the letter & mail it. You shall have your money when you want it.

From Your brother
Joseph

Mr Henry Merrill

Dorchester Mass

(Copy)

D. D. Luba April 27, 1849

Dear Sir

To my knowledge there has been no launch dispatched for Bermuda since I have been here.

I am stopping the day with Raymond and he thinks the French Brigadier from Anting comes to him, will be here in a few days, and as yet he has no instructions as to her taking along, thinks she will ballast, and by the 20th may leave for Rio with what passengers may offer, he also informs me that the "Whig" was in Rio, was going to Pernambuco from thence coming here, will be here in the course of thirty days.

I think we shall get away from this coast in the course of the next three weeks.

From the Rio papers which I have seen I infer that business is pretty fair at that place.

The old Brig Lawrence had arrived at Rio. The Brig Beaufort had gone down to the La Platte. The Schooner McLane had arrived from thence at Rio. The Brig Congress had touched there from the Pacific & sailed for the States. The American Brig "Dunbar" had been condemned and was advertised to be sold at auction, all the old stand bys had gone.

My friend Washburn in the "Snow" had gone down to the Rio Ports in ballast, as I think for this coast, but this is only surmise. It is thought here the Brig Swan will bring a good price as she had water aboard. Clapp had sold the "Flood", and she was put under the Portuguese flag, and gone around the Cape of Good Hope. The name of the Bugantine in which Barnes came passenger was the "Bird" Capt. Michael. She was, as we are told, formerly the "Bard". I believe I have now given you the news of American vessels as I have gleaned them from the papers.

With all respects yours
Rich^d Hanning

Mr A. M. Merrill

Bermuda, March

Mr McNeill

Dear Sir

Arrived here yesterday at 5
p.m. had a jolly time coming up. found Santos
& Waggell expecting me, they then beat me very
convincingly. For I told me he was very
glad I had come up, for he had wanted to
see me for some days in relation to my
getting to Rio, and that it was very uncertain
when he goes down. The Schooner *Monie* is
in Lango, but it is uncertain what she will
do, shall know in a few days. The French
Bark is expected very soon, but I find
there is not the same certainty of opinion
existing here as to her not taking cargo.
My opinion is that she will not do so yet
got. There is a Sardinian Bark at Limbuz
which will be here in the course of ten days, it
is not known what she will do. Mr Santos
says if all the vessels which I have named
fail us, and nothing turns up in the
mean time, he shall send us to Leande,
so you may rest content upon our leaving
this delightful country in the course of all
next month. I had the pleasure of
overhauling a pile of his papers from the
time of our sailing up to May 15th, and
by the movements of American vessels
reported arriving standing picked up
some little information which I will
give you an idea of. Firstly for the
Africans, saw but 2 Clearances for it
Bark Ann Richardson & Brig Susan
both of which have been sent home
by the Brig Perry as I saw her reported
going in and coming out very few days.
The Independence cleared for Panaguay
several of the American vessels were

cleared and had sailed for Montevideo, Pernambuco
etc in ballast, and as I supposed found
niggards, but where the hell they are is the
big business of the matter. American vessels
were arriving & sailing every day from Rio.

The Schooner *Monie* was 29 days returning to
Rio from Lango on her last voyage. so we may
leave the boat *Leande* at a moments warning.
I would not like to have that after promising.

The sailors as yet have not been near me.
I have seen them at a distance. I shall give
myself no trouble about them. I am told they
are all well, but they look like death itself.
V. tells me they have smoked a hundred
times in his presence that they had gone
in the ship. for my part I wish they
were in hell, Texas or some other nice place.

Allow me to caution you to be very
careful of your deck, we may have to ~~leave~~
it up to Leande. There is a *Laurel* which
came from Leande going down the river
on her way to L. with the 500 Regs of *Blonde*
destined for Limbuz.

Mr Santos tells me *Gloria* is very angry
with him for sending the ship from here,
but Mr S laughs. Berano only came
down here for a mad, he was all ready to
take in but was driven off the trade
by one of the Eng Cruisers, he and his
riggers crew were under deck out of
sight when visited by the cruiser. write
to me in the course of a few days - and
in conclusion let me again impress
upon you to be careful of your health
Yours R.C. 24th

Richd C. Storing

Account of Store which have been received
on board the Ship Maatthe of New York

April 26, 1850

9 Bbls Beef	1 Iron Galley
1 " " Fish	2 Sacks Beans
1 " " Salt	3 " " Rice
9 Chests, 1 Bbl	6 Bbls Potatoes
1 Bbl Sweet Oil	4 " " Rusks
1/2 Chest	1 Sack Coffee
4 Bbls	3 Chests Cigar
3 Casks Wine	2 Bbls Potatoes
2 " " Portland	1 Chest Barley
4 " " Aquadente	99 Chickens
1 Bbl Ale	10 Sacks Salt
4 Casks Vinegar	5 " " Corn
1 Pot Preserves	23 " " " Unshelled
1 Cask Rhine, 1 Sack	2 Bbls Aquadente
2 Casks Palm Oil	1 Chest
1 Chest, 600 Yards	120 Bbls Lard
1 Cask Amer Potatoes	70 Sacks Beans
1 New Kettle, 1 Bbl Lard	6 " " Rice
3 Chests Sausages, 2 Sacks Salt	15 Bbls Dried Beef
1/2 Bbl Wheat Flour	3 " " Salt Fish
2 Chests	26 " "
2 Coffee Pumps	13 " " Potatoes
1 Bbl, 4 Sausages	5 Cans
2 Iron Scales	1 Bbl. 100 Eggs
1 Bbl Wheat Flour	10 Duck
	12 Ducks

I have paid all the provisions
according to the foregoing account

1 Copy

Amberg June 6 3/1850

Dear Sir

Please to pay Joz Martin the
sum of 13 dollars + 34 cents it being the remain-
der of the wages due him from the Ship
Maatthe
H. M. M.

Note. There were thirteen additional orders the
same as the above for wages for the crew.

Copy

Rio de Janeiro 4th Apr 1850

Brig Snow + Curves

To 26 Mr Merrill Esq.

I service rendered on board Brig Snow
as Master at one Hundred dollars per
month from the 7th of August 1849 to 23rd
of March 1850, 7 months + 17 days \$750.00
Paid the first mate 75.00

" " Second " 44.00
" " Cook 11.00
\$885.00

Or

By Cash paid at Rio \$300.00
" " " " 90.00
\$490.00

Rec'd Payment

54
US Brig Perry
Off Ambury 7th June 1850

Sir

I have the honor to enclose a copy
of a letter addressed to Commodore Fager, Comdg
the US Naval Force on the Coast of Africa,
in relation to the capture of the American
Ship Martha of New York engaged in the
Slave trade.

I have the honor to be
Sir, Very Respectfully
Your Obedient Servant
Andrew H. Foote
It Comdg

New Am Ballard Postins
Secy of the Navy
Washington D.C.

US Brig Perry
Off Ambury June 7th 1850

Sir

You will assume the command of
the American Slave prize Ship Martha of
New York and proceed with her to the port of
New York and report yourself and vessel
to the Commandant of the Naval Station, and
to the Naval Secretary of the Navy for
instructions.

Very Respectfully
Your Obedt Servt
Andrew H. Foote
It Comdg

Lieut Madison Roach
US Brig Perry

55
US Brig Perry
Off Ambury June 7th 1850

Sir

You will report yourself to Lieut
Roach for duty on board of the American
Slave prize Ship Martha of New York.

Very Respectfully
Your Obedt Servt
Andrew H. Foote
It Comdg

Actg Master Mammie Simons
US Brig Perry

US Brig Perry
At Sea June 8th 1850

Sir

You are appointed an Acting
Lieutenant on board of this vessel.

Very Respectfully
Your Obedt Servt
Andrew H. Foote
It Comdg

Actg Master Walter F. Jones
US Brig Perry

US Brig Perry
At Sea June 8th 1850

Sir

You are appointed an Acting
Lieutenant on board of this vessel.

Very Respectfully
Your Obedt Servt
Andrew H. Foote
It Comdg

Prof^l Wm Edmund Shepherd
US Brig Perry

US Brig Perry
At Sea June 8th 1850

Sir

You are appointed Acting
Master on board of this vessel.

Very Respectfully
Yours Obedt Servt
Andrew H. Fiske
Lt Comdg

Thos. M. Edward & Stone
US Brig Perry

Copy

Her Britannic Majesty's Steam
Ship Cyclops Off London
11th June 1850

Sir

Having learnt that Commander Powell
in the United States Ship of War John Adams
has left the Coast of Africa, and as it is likely
that I may not meet him again, I take the
liberty of sending you two open letters that
I have been obliged to address him in
reply to letters he left at Leander for me,
after the perusal of the same, may I request
that they may be forwarded to that officer,
or to the Commodore commanding the United
States Squadron on this coast by the
first opportunity.

I have the honor to be
Sir, Your Obedt Servant
Geo. F. Hastings
Capt'n in Her
Britannic Majesty's Navy

Andrew H. Fiske Esqr
Lieut. Commanding
United States Sloop
of War Perry

US Brig Perry
St Paul de Leandre June 12th 1850

Sir

I have the honor of enclosing you a
copy of a letter addressed to Commodore Francis
H. Gregory, Comdg the US Naval Forces on
the Coast of Africa.

I have the honor to be
Very Respectfully
Yours Obedt Servt
Andrew H. Fiske
Lt Comdg

Hon. Wm. Hallam Austin
Secy of the Navy
Washington D.C.

US Brig Perry
St Paul de Leandre June 12th 1850

Commodore

We arrived at this place on the 9th Inst.,
when I received a communication from Commander
Powell, stating that his stock of provisions being ex-
hausted he should sail on that day, the 20th ult.
for Cork Drago, via Benguel, touching perhaps at
St. Helena, also the copy of a letter of protest which
was directed to Captain the Hon. Geo. F. Hastings
Comdg the Southern Division of Her Majesty's Forces
South Coast of Africa.

The Hon. Capt. Hastings has just arrived
and has sent me two letters addressed to Commr
Powell in reply to his letter of the 20th ult. and
to his letter of protest of the 22nd ult., requesting
me to forward these letters to Commander Powell
or to Commr Gregory, at my earliest convenience.

Commodore Francis H. Gregory
Comdg US Naval Forces
Coast of Africa.

Continued.

The American Slave Ship "Martha" of New York, captured by this vessel off Anloing on the 1st of Octr, sailed on the following day for New York, under command of Lieut. Cook with Acty. Lieut. Simons, and a prize crew of twenty five men.

I forwarded by the "Martha" a copy of my letter to you, of the 7th inst, giving an account of the capture, with a prize list of the officers and crew of this vessel, to the H^{on} Secretary of the Navy.

Having but four days in port and prepared the vessel for cruising, I sail this day for the Congo river sailing from whence my present plan is to beat up along the Coast as far as Benguela.

I have purchased thirty lbs of Bread which altho of very inferior quality, as well as that we have on board, is all that can be obtained on the Coast, and even then a supply of other parts of the ration. I should have purchased a sufficient quantity to enable the vessel to remain on the Southern Coast for a month longer than proposed, when leaving Prince's Pt.

I shall purchase provision to prolong our cruise here, if it can be obtained, in the event of not being timely relieved, as the constant presence of a man of war is desirable.

There being vacancies I have appointed two Acty. Lieut. and a master from the "Frisco" former. Shepard & others, who came out on the vessel. but with the Approp understanding that these appointments, should in no way be considered as an objection to their resuming the duties assigned them on board this vessel, when leaving the flag ship, should you send officers to supersede them.

I am Sir Very Respectfully

Your Obedt Servt.

Andrew H. Fort

Edw. C. Smith

At Brig Perry
S^t Coast of Africa July 1st 1850

Sir

If a vessel hoist the American flag - Is of American built - Has her name and place of ownership in the status registered on her stern, or has but a part of these indications of her nationality. You will on boarding ask for her papers, which papers you will examine and retain, if she exhibits indications of being a slave, until you have searched sufficiently to satisfy yourself of her real character. If the vessel be American and doubts exist as to her character you will detain her and bring her to this vessel, or if it can be done more expeditiously, you will despatch one of your boats, communicating such information as will enable me to give specific directions, or to visit the vessel in person.

If the vessel be a foreigner, you will on the moment of ascertaining the fact detain her, declining even at the request of the Captain to search, or to endorse her character, as it must always be born in mind, that our Government does not permit the search and detention of American vessels by foreign cruisers, and as consequently particular to observe towards the vessels of other nations the same line of conduct which she exacts from foreign cruisers towards her own vessels.

You will also remember that our Squad is on this coast, solely for the protection of American Commerce and for the suppression of the Slave trade as far as it may be carried on by American Citizens, or under the American flag.

Encl^d are the instructions of the Boarding Officer, and the orders of the Government for your guidance. I am Respectfully Yours &c
To the Boarding Officer Andrew H. Fort
Edw. C. Smith

US Brig Perry
Offending June 22nd 1850

Sir

I have received your letter of the 11th instant, enclosing two letters to Commander Powell, Commanding the US Ship John Adams and agreeably to your request I will, by the earliest opportunity, forward them to that officer, or to Commander Gregory, Commanding the US Squadron on the Coast of Africa.

I have the honor to be
Sir Very Respectfully
Yours Obt Servt
Andrew N. Fort
Lieut. Comdr

Hon. Capt Geo. 3 Hastings
Comd of the Southern Division
of the US Forces
Coast of Africa

(Copy)
Her Britannic Majesty's
Steam Ship Eclipse, Offending
South West Coast of Africa
16th July 1850

Sir

I hasten to transmit for your information, according to the agreement entered into between us, to keep you acquainted with all captures that might be made by the British forces of Brazilian Slave vessels who first displayed American Colours.

Andrew N. Fort Esqr
Lieutenant Commanding
United States Brig of War Perry

colours to make search, the following extract from a report just received from Commander Cumming of Her Britannic Majesty's Steam Ship Ketchikan, with copies of two other documents transmitted by the same officer, and trust that the same will be deemed satisfactory as far as American Interest is concerned.

Extract

"I have the honor to acquaint you that off the River Congo on the 2nd July, Her Majesty's Steam Ship under my command captured the Brazilian Brigantine 'Volusia' of 100 tons, a crew of 17 men, and fully equipped for the Slave Trade, with false papers and sailing under the American flag - that the crew have been landed at Gabinda, and the vessel has been sent for adjudication to St Helena in charge of Lieut Dawkins and six men.

I have also the honor to enclose certified 'declarations' from the master, supercargo, and chief mate, stating the vessel to be bona fide Brazilian property, that they have no protest to offer, and that themselves and crew land at Gabinda of their free will and consent."

I have the honor to be
Sir Your Obt Servt
Geo. 3 Hastings
Captain in Her Britannic
Majesty's Navy

Copy

(signed) Lieut J Hastings Captain of Cyclops

We the undersigned belonging to the Brazilian Brigantine "Volusia" do hereby declare that having no protest to offer had no wish to go in the said vessel for the purpose of defending her, and that we go on shore of our own free will and consent.

Given under our hand on board Her Britannic Majesty's Steam Ship Rattlesnake at sea this 3rd day of July 1850

(signed) Daniel Florio Culka

(signed) J S Nicholas

(signed) Lewis Ant^o José de Costa

Signature in the presence of

(signed) Arthur Cumming

(signed) J M K Gospy

I have to depose directly to the fact that the undersigned do hereby declare that having no protest to offer do not wish to go in the said vessel for the purpose of defending her, and that I go on shore of my free will & consent.

Given under my hand on board

Her Britannic Majesty's Steam Ship

Rattlesnake at sea this 3rd day of July 1850

(signed) John de Souza Lima

Signature in the presence of

(signed) Arthur Cumming, Comdr

(signed) Peter M K Gospy, Senior Lieut

(signed) J Lantier Master

2nd Brig. Prov.
offending July 17th 1850

Sir

I have received your letter of the 16th instant with accompanying documents in relation to the capture of the slave equipped Brigantine "Volusia" by H M S Rattlesnake.

As the Brigantine in question first displayed American colors, I shall be obliged to you for any information which you can give me as to the ^{character} ~~existence~~ of the papers found on board, the reasons for suspecting them to be false, and the disposition made of them.

Will you also have the goodness to inform me, if there was a person on board apparently American, representing himself as Captain in the first instance, and if the vessel was declared to be Brazilian on first being boarded, or not until after her capture had been decided upon and announced to the parties on charge?

I have the honor to be

Sir, Very Respectfully

Yours obt Servt

Andrew A Fort

St Louis

Now Capt Geo J Hastings
Comdr the Southern Divⁿ
of H M Forces
Coast of Africa

Her Britannic Majesty's Steam
Ship Cyclops off Ambing
St. Paul of Africa 25 July 1850

Sir,

I have the honor to acknowledge the receipt of your letter of the 17th inst, which has just been received, soliciting a requesting further information relative to the capture and detention of the Slave equipped Brigantine "Volusia" which vessel, I have informed you by letter of the 16th instant, had been seized by Commander Cummings of Her Britannic Majesty's Steam Ship Queller on the 2nd instant.

The purport of your letter I will make known to Commander Cummings and call upon that officer to answer the questions contained in your communication of the 17th instant and hope to transmit his reply prior to your departure from this coast, either to Legue, or Ambing, before the 15th instant.

I have the honor to be
Sir, Your Obedt Servant
E. D. Hastings
Captain in Her
Britannic Majesty's Navy

Andrew N. Porter Esq
Lieut. Commanding
United States Ship of War
Perry.

U.S. Brig Perry
St Paul de Loando Aug 5 1850

Sir

You will proceed with the Launch of this vessel in a cruise off Ambing and on boarding, search and on board of detaining suspected vessels, you will be governed by the Instructions herewith furnished you.

You will return this vessel on or prior to the 10th inst. Wishing you a pleasant time & a successful cruise.

Yours respectfully
Andrew N. Porter
Lieut. Comdr

Adm. Comdr W. D. Jones
U.S. Brig Perry.

U.S. Brig Perry
St Paul de Loando Aug 5 1850

Sir

I herewith transmit letter papers, giving detailed information of our operations since leaving Prince Island under your orders of the 6th of May.

Copies of letters in relation to the capture of the American Slave equipped Ship Martha of New York, together with other occurrences prior to the 12th of June, have been forwarded to the Naval Store of the Navy.

Agreeably to the plan of cruising which will be found in the accompanying letter of June 12th. We left Loando on the day following and proceeded north to the Congo, and after cruising off that coast for several days, beat up the coast as far as Cape Mary in 13° South Lat. the southern limit assigned as our cruising ground in your orders of the 9th of January. We have boarded & ascended the character of all vessels that we have

66
I have seen a description of which is given
in the accompanying boarding list.

On the night of the 2^d ult^o
when the character of the vessel could not
be recognised an exchange must take place
between this vessel and HMS Porpoise.
The Flying Fish having fired first
and tendering no explanation as the vessels
passed each other, I subsequently sent an
officer on board for an explanation and an
apology, which her Commander made to that
effect, and immediately came on board of this
vessel himself and received in a satisfactory
manner, assuring me that he would have
come on board at the time, but for the unseason-
ableness of the hour, and supposing that as we
had fired last, the matter to us was satisfactorily
settled.

Arriving at Bahia on the 25th ult^o
I received the accompanying letter & documents
from the Hon. Capt Hastings, Com^d of the Southern
Divⁿ of the St. John's in relation to the capture
of the slave equipped Brigantine "Volusia" by the
St. James Rattles, which Brigantine was
boarded when under American colors, but captured
as a Brazilian vessel, as this case, in many respects
is similar to a number which have already been
made the subject of correspondence and the letter
of Capt Hastings, with accompanying documents,
not having given all the information desired, I
was induced to address a letter to Capt Hastings
inquiring as to the character of the papers -
the reasons for supposing them to be false, and
the disposition made of them, also whether
there was an American representing himself
as Captain in the first instance, and whether
the capture was decided upon & announced
to the parties in charge before, or after the

67
the vessel was declared to be Brazilian. Capt
Hastings replied to this letter, stating that he
would call on the Commander of the Rattles,
for the information solicited, and would endeavor
to transmit that officers reply to me
before our departure for the north coast on the
15th inst.

Our commercial intercourse with the provincial
government of Portugal and the nation on the coast, has
been uninterrupted. The question arising in regard
to the Treaty with Portugal, whether a vessel by
touching and discharging part of the cargo at a nation's
port is exempt from payment of one third of the
duties on the remaining cargo as guaranteed by Treaty,
when coming direct from the U.S. has as far as informed
been submitted to our government. I am well, probably recollect
when we were on the coast in March last, that I found
some papers to you (obtained from a transatlantic house
here) from the State Dept in relation to this subject.

Having cruised lightly days since leaving Pernambuco
and our provisions being nearly exhausted, our
arrival I concluded to remain in this port until
the 15th inst, especially as the vessel required to be
put in order, the crew refreshed after long service,
and believing also that the constant presence
of a man of war on the south coast to be in
accordance with your views. For the mean
time I have despatched the Launch in
charge of the Executive Officer Mr Walter B.
Jones, on a cruise off Ambiz and Ambizett
as our presence here may embolden the
slave traders to make their shipments
from those places, provided no American
Cruiser is at hand to prevent them.

I am Sir
Very Respectfully
Yours Obedt Servt
Andrew N. Dock
St. Louis

U.S. Brig Perry
S.W. Coast of Africa
August 10th 1850

Sir,

I have transmitted duplicate prize lists of the officers crew and manum attached to the Perry, at the time of the capture of the slave equipped ship Martha of New York.

It was on that occasion under the impression that the Negroes as they were not shipboard men they being also changed frequently when visiting Liberia, and returning to the New Country, would not be entitled to share prize money, but a different opinion having since been expressed, I hasten to transmit prize lists embracing the names of the Negroes, that the Dept^y may decide whether these enclosed, or those forwarded by the Martha are correct lists.

I have the honor to be
Sir, Very Respectfully
Your obt^d Servt
Andrew A. Foote
Lt. Comdr

Hon^{ble} Wm. Ballard Preston
Secy of the Navy
Washington
D.C.

U.S. Brig Perry
St Paul de Loando
August 12th 1850

Sir,

In my communication of the 5th inst. mention was made of the Launch of this vessel having been previously to your arrival despatched on a cruise off Ambing and Ambingite in charge of Act^y Lieut^y Walter D. Jones, for the purpose of suppressing the shipment of slaves from these places which our vessels was from want of provisions so necessarily detained in port.

The Launch returned on the 11th inst. having had about eight during which time two vessels were boarded and other good service rendered by the judicious management of Act^y Lieut^y Jones.

I am Sir, Very Respectfully,
Your obt^d Servt
Andrew A. Foote
Lt. Comdr

Comdr Francis D. Gregory
Comdr U.S. Naval Forces
Coast of Africa

(Copy)
 Her Britannic Majesty's Steam
 Ship Cyclops, off Point Palmaremba
 S.W. Coast of Africa
 12th August 1852

Sir,

In compliance with the promise made you in my letter of the 23rd ult. to furnish you, according to your request, with further details from Commander Commings of Her Britannic Majesty's Steam Ship Rattlesnake in relation to the capture of the slave equipped vessel 'Volusia' on the 2^d of the same month.

I have now the honor to include you the particulars of the said capture which I trust will be satisfactory.

I would acquaint you that the British Commander in Chief is now on the South Coast, to whom all further reference must be made for any information that may be required by you.

I have the honor to be
 Sir, Your Obedt Servant
 Geo^s G. Hastings
 Captain in Her
 Britannic Majesty's
 Ship.

Andrew N. York Esqr
 Lieut. Commanding
 United States Ship
 off Point Perry.

(signed) Geo^s G. Hastings, Captain of Cyclops
 Her Majesty's Steam Ship Rattlesnake
 off the River Congo, Aug 10th 1852

Sir,

In reply to your letter dated 23rd July 1852 and received this date relative to the capture of the Brazilian Brigantine 'Volusia' requesting me to furnish you with a report more in detail of the circumstances in connection with the seizure.

For the information of Lieut. York Commanding the sailing of Her Ship I have the honor to inform you that I personally boarded the 'Volusia' on the 2^d of July off the Congo, she had the American Ensign flying, and on the production of documents purporting to be her papers, but on discovering the Register to be false, it was written on foolscap paper with the original signature erased, her other papers were likewise forged.

I therefore immediately detained her. She had been presented to me by the ostensible master (apparent an American) but stating himself to be a Brazilian, and claiming the protection of that Empire. The Register and other papers were destroyed by the Master, the remainder of the records were sent in her to St Helena for adjudication.

On my discovering her papers to be false he immediately hauled the Ensign down around the Masthead and called the remainder of the crew 12 in number, all Brazilian, from below.

I have the honor to be
 Sir, Your Most Obedt Servant
 Andrew Commings
 Commander

Captain
 Hon^{ble} G. G. Hastings
 Her Majesty's Brigate Cyclops

U.S. Brig Perry
St Paul de Loando
August 15th 1850

Sir,

Your letter of the 12th instant enclosing a communication from Commander Cumming of H.M. Steamer Rattler, in reply to my letter of the 17th ult. asking for further information in relation to the capture of the slave equipped Brigantine "Volusia" has been received.

Commander Gregory Comd'g the U.S. Naval Force on the Coast of Africa has also arrived on the S. W. Coast, and being here present it becomes my duty to submit all official communications to him, and I have forwarded your letter and its enclosure accordingly.

I have the honor to be
Sir, Very Respectfully
Your obt. Servt
Andrew A. Fort
Lieut Comd'g

For Capt Geo D. Hastings
Comd'g the Southern Division
of H.M. Forces
Coast of Africa.

U.S. Brig Perry
Loando August 15th 1850

Sir,

Enclosed are letters from the Hon. Captain Hastings, Comd'g the Southern Division of H.M. Forces on the S. W. Coast of Africa, and Commander Cumming of H.M. Majesty's Steamer Rattler, in answer to a letter of mine of the 17th ult. asking for further information in the case of the slave equipped Brigantine "Volusia" captured by the Rattler which vessel first displayed American Colors, and was subsequently seized as a slave on the ground that she had no legal claim to American nationality.

I also enclose my reply to these communications.

I am Sir Very Respectfully
Your obt. Servt
Andrew A. Fort
Lieut Comd'g

Comd' Francis A. Gregory
Comd'g U.S. Naval Force
Coast of Africa

U.S. Ship Perry
off Leão August 19th 1850

Sir

Obediently to your orders of the 15th inst. I proceeded with this vessel to the coast of Angola, and there boarded at her anchorage the American Brigantine Chatsworth of Baltimore.

Lieut. Rankin had arrived the day previously upon possession of the papers and had made a partial examination of the vessel, which I continued for three hours.

We found a quantity of Bambar, a number of plant (one hundred bags of Bambar, and one hundred sixty plant having been according to the Captains statement landed at Ambr) a quantity of jacked beef, with casks and tins of spirits, which articles were in sufficient quantity to lay a slave deck and provide food and water for a cargo of slaves. There with other articles corresponded generally, as far as could be ascertained, with the manifest, which paper was made out in the Portuguese language - a paper with the Consular seal authorizing the shipment of the crew, all foreigners, was also found drawn up in the Portuguese language - In the register the vessel was called a Brig instead of a Brigantine.

The Character of the crew, the present Captain having been mate of the vessel on the last voyage, when I am informed she took off a cargo of slaves - her being at anchor at the most notorious slave station on the coast, with other circumstances, impressed

Comdr. Geo. H. Gregory
Comdr. U.S. Naval Forces
East of Africa

impressed me so strongly with the belief that the "Chatsworth" came to this coast for the purpose of shipping a cargo of slaves, that I considered it my duty to direct Lieut. Rankin to take the "Chatsworth" in charge, and obediently to the enclosed order, proceed in company with this vessel to Leão, that the case might undergo a more critical examination by the Commander in Chief.

I am Sir Very Respectfully
Your Obedt Servt
Andrew A. Port
Lt Comdr

(copy)

U.S. Ship Portsmouth
St Paul de Leão August 23rd 1850

Sir,

Upon the strictest scrutiny, there appearing to be no cause for the further detention of the American Brigantine "Chatsworth" you will be pleased to surrender the charge of that vessel, and return all the papers to Captain Vinton Barlant - and withdraw your guard from her.

I am Sir Very Respectfully
Your Obedt Servt
J. S. Gregory
Comdr. U.S. Squads

Lt Comdr. A. A. Port
Comdr. U.S. Ship Perry.

(Copy)

Know all men by these Presents, that I
J^r Semalunga Supercargo of the Brig "Chate-
worth" of Baltimore, and legally constituted,
appointed and empowered Attorney of Captain
James D Johnson, the owner of said Brig.
Do for and on behalf of myself, the above
named Captain James D Johnson, and
all others interested, acknowledge, and declare,
and by these Presents make known, that
I am fully and entirely satisfied for and
on account of the detention of the above
named Brig "Chateworth" by Lieut Com^d
Andrew A Port, Commander of the U.S. Brig
Perry, and Commodore Francis A Gregory
Commanding African Squadron, and do
hereby fully exonerate, and acquit them,
their heirs and representatives, of all charges,
damages and claims, in relation thereto,
or that might be made on account of
the same.

Signed sealed and delivered in the
presence of E Peck and John O Bradford
the 23rd day of August 1850.

(Signed) J^r Semalunga *(Signature)*

Witness Present
1st, E Peck Commander U.S. Navy
2nd, John O Bradford Surgeon U.S. Navy

(Copy)

U.S. Ship Portsmouth
St Paul du Canada Aug 24th 1850

Sir

Having received your several letters, reports
under date of 8th Aug, June 7th & 12th including
your report of the capture of the Ship Martha,
and correspondence with the Hon^{ble} Capt Hastings,
Com^d U.S. Majesty's Naval Force on this station,
relative to the Commercial interests and rights of our
Flag it affords me the highest satisfaction to
note, the zeal, energy and promptness, with which
you have so ably, and promptly discharged
the important duties assigned you. The
efficient condition, and high state of discipline,
which distinguish the vessel under your
command, also entitle you to the highest
commendations - and cannot fail to ensure
you the approbation of the Government
to which full reports will be made.

It was my intention to have relieved
you for a while, from the incessant
duties which have, by circumstances been
imposed upon you - but that, I regret,
cannot be done at the present moment -
without leaving our interests here unpro-
tected. You will therefore be pleased
to prepare for further service, on this
part of the station. With the assurance
of your being relieved, soon as practicable.

I am, Very Respectfully,
Yours Obedt Servt.

F A Gregory
Com^d U.S. Squadⁿ

Lt Com^d A A Port
Com^d U.S. Brig
Perry

US Ship Portsmouth
 St Paul de Loanda Aug 29, 1850

Sir

As soon after the receipt of this order as may be convenient, you will be pleased to resume your cruising upon this coast, under your former orders and instructions, for the purpose of protecting the legal commerce of the United States, and for the suppression of the Slave trade. So far as American vessels may be found engaged therein.

You are to cruise, at your own discretion, on such parts of the coast, as may in your judgment, be deemed best calculated to ensure the successful accomplishment of the purposes in view.

You have permission to extend your cruises as far to the Westward, as the island of St. Paul, and to remain there a sufficient length of time to refresh your crew.

You will continue to cruise under this order, until the twentieth of November. When you will proceed to Port Praya, touching at Annamora if you think proper.

I am Very Respectfully

Yours most Obedt Servt

signed, J. A. Mason

Comdg. U.S. Squadron

Lieut Comdr. A. A. Smith
 Comdg. U.S. Brig Perry

Old Brig Perry
Off Ambury Sept 5th 1850

Sir

You will proceed with the Cutter of this vessel towards the American Brig Chabsworth and at night drop your anchor sufficiently near her to ascertain if she ships a cargo of Slaves. In which case you will seize her and remain in charge until we arrive on the Perry.

You will return to this vessel at the expiration of one week, and sooner if circumstances render it necessary.

Respectfully

Your Obedt Servt

(Signed) Arthur A. Gorton

At Ambury

Atty Genl E. A. Follen
Old Brig Perry

Old Brig Perry
Off Ambury Sept 6th 1850

Sir

On leaving London on the 21st ultimo I proceeded to Ambury resumed cruising there in company with the Boat Captain Hastings.

We have boarded four vessels and among the number the Chabsworth which vessel I saw to go on at London in charge of Lieut Conshaw. I found her papers still correct but she had lumber that will answer for a Slave deck and furniture. Slaves four, and liquor Casks which may be available for Water, together with other suspicious marks. I have despatched a boat to remain sufficiently near to ascertain if she ships Slaves.

In case the Chabsworth leaves this place if circumstances render it advisable, I will follow her as long as will be consistent with the performance of the duties which you have assigned me.

(Signed) James H. Gregory
Comdr US Naval Force
Coast of Africa

(Signed) Arthur A. Gorton
Your Obedt Servt
At Ambury

Old Brig Perry
Off Ambury Sept 7th 1850

Sir

You will take charge of the Cutter remaining sufficiently near the American Brig Chabsworth, suspected of being engaged in the Slave trade, and on board she takes water casks or any article required to equip a Slave vessel, or part of her, you will detain her until the return of this vessel.

If you have suspicions that she is preparing to take on Slaves, you will also detain her until we meet you.

Respectfully Your Obedt Servt

Arthur A. Gorton

At Ambury

Atty Genl E. A. Follen
Old Brig Perry

Old Brig Perry
Off Ambury Sept 11th 1850

Sir

On the 5th inst we proceeded to Amburyette leaving a Boat at Ambury to watch the movements of the Brig Chabsworth.

While at Amburyette conceiving that it would subvert the interests of the American factory, then I called on the Govr of the surrounding Country, explained her that our government had sent a Squad of Slaves on the coast to protect our Commerce and to prevent American vessels and American Citizens from being engaged in the Slave trade that the government was friendly disposed to all nations.

(Signed) James H. Gregory
Comdr US Naval Force
Coast of Africa

nations, and never made war upon them when they permitted our people to pursue their trade without molesting them, and impressed upon her the advantages of trading with our people with guns, capes, fangs, &c. instead of permitting her own people to be sold as slaves for the purchase of goods. The Queen complained that the men of war especially their boats, canoes, and fish, were taken from them, their fish, which were the principal support of her people. I assured her that our men of war or their boats were never permitted to do this or in any way to molest her people, that we were her friends and the friends of her people.

I am under the impression that occasional interferences of this kind with the native authorities will subvert the interest of an increasing trade on the coast, and with that view intend making a visit to the most powerful king in this region, who lives ten miles in the interior.

I am Sir Very Respectfully
Yours Obedt Servt.
Andrew A. Poole
St. Helena

Old Port, Perry
Off. Ambr. Sept 16th 1850

Sir
I enclose a correspondence between the Hon Capt Geo B. Hastings Senior Officer of H. M. Ships on the South West Coast of Africa and myself in relation to the detention and seizure of the American Brigantine Louisa Beaton by Her Majesty's Frigate of the Oregon,
Comd'g W. Wood Jones
East of Africa

the Brigantine Dolphin, also letters from Lieut Comd' Campbell and Lt Danvers, R.M. in relation to the same subject, and to the late Captain of the Lucy Ann, a Slave vessel, now Chief Mate of the Louisa Beaton together with the affidavit of Captain Andrew McFarlane, the Master of the Louisa Beaton.

You will perceive by the papers herewith forwarded that I have disposed of the case of Mr Hamilton the Chief Mate of the Louisa Beaton by obtaining from him an affidavit in favor of the Slave Brigantine "Chalworth" and securing his influence in inducing the Captain of the Chalworth to give an affidavit in favor of his own vessel, this with his having been Chief Mate with Capt Savage of the "Louisa Beaton" who has rendered me good service in detecting the real character of the Chalworth together with Sir King the Consul having shipped him on the 24th of January for the "Louisa Beaton" with the knowledge of his having been in the "Lucy Ann" induced me to permit Mr Hamilton the Chief Mate of the "Louisa Beaton" to retain his place.

I found Mr Hamilton shipped in charge of the Louisa Beaton on my return from Antigua when I advised the Master to assume the charge of his vessel as I would see that the grounds of his complaint were properly investigated and also accompany him to Antigua assisting in promoting the interest of himself and others as their consignees had lately become bankrupt.

Lieut Comd' Campbell of H. M. Brigantine Dolphin accompanied by the Hon Capt Hastings came on board this vessel and in the most unqualified manner expressed his deep regret at having interfered with the Louisa Beaton, which he stated arose from a total misapprehension of her character, having come up with and boarded her in the night.

I am Sir Very Respectfully
Yours Obedt Servt.
Andrew A. Poole
St. Helena

(Copy)

Her Britannic Majesty's Steam
Ship Cyclops off Anting
9th September 1850

Sir

I have the honor to transmit you a Letter received from Lieut Henry Temple, Comdg Her Britannic Majesty's Brigantine Dolphin, relating to the Seizure, Boarding and Detention of the American Brigantine "Louisa Beaton" on the 7th 4.5.50 inst. together with a copy of a Letter from Lieut. Richard Dawkins belonging to Her Britannic Majesty's Steam Ship Cyclops.

Immediately on this joining me in company, I proceeded with Lieut Temple to the "Louisa Beaton". The Master produced the Register and the Transfer of Masters in the Name of Sir A. James, in consequence of the death of her late master Mr Joseph Bailey, but refused to show any other documents.

On examining the Register, and having met the vessel before on this coast, I immediately decided that her nationality was perfect, but that owing to the conduct pursued by the Master, in withholding documents which should have been produced on boarding, has led to the unfortunate detention of this vessel.

I informed the Master that I would immediately order her to be released, and that on falling in with you, all due enquiry into the matter should be made for his satisfaction; he positively refused to take charge again, stating that he would immediately abandon her on the "Dolphin's" crew quitting, and further requested, to bring the vessel before you.

As much valuable property might

Arthur N. B. Esq

Lieut Comdg

Offg of Her Port

might be lost should the Master carry his threat into execution, I have thought it best to seek you off Anting, in order that due enquiry might be made prior to the "Dolphin" quitting this part of the coast for the Southward.

I accordingly anchored here at 6 p.m. yesterday in company with Her Majesty's Brigantine Dolphin and the Louisa Beaton, and met your cutter in charge of Mr & Shepherd, to whom I made known the circumstances of this case, who kindly consented to accompany me on board the Louisa Beaton for further enquiry.

I proceeded therefore to the "Louisa Beaton" this morning accompanied by Lieut Temple and Mr Shepherd and in the presence of both officers stated to the Master, that the detention of his vessel by the Commander of the Dolphin arose from the refusal on his part to show the proper documents to the Boarding Officer, authorizing him to navigate the vessel in these seas, and to his mate having been identified by one of the Dolphins officers as having been captured in charge of a slave vessel, having on board 547 slaves in January last, named the "Lucy Ann" who attempted to evade capture by the displaying of the American Ensign, as well as to his suspicious manœuvring in the chase, but as I felt persuaded on examination that the "Louisa Beaton" was an American vessel, and her papers good, altho' a most important document was absent, namely the ~~original~~ letter usually given by Consular Officers to legal Padres after the Transfer of Masters, I should direct the Commander of the "Dolphin" to raise the charge of the "Louisa Beaton" which was accordingly done, and that on meeting you I would lay the whole circumstances before

before you, and was ready, if you demanded it, to give every remuneration or satisfaction on the part of the Commander of the Dolphin for this unfortunate detention of the Luisa Pristin, whether engaged in legal or illegal trade, that he might in fairness demand on me, and you might approve of. The Master positively refused to take charge again and Mr Shepherd immediately stated, that as the Master refused to do so, and the vessel was American, he would take charge until your arrival.

I exceedingly regret this occurrence as I am requested by Lieut Temple of the Dolphin to assure you, that no disrespect was intended to the Flag of the United States, or even interference on his part with Prisons of America be they legal or illegal, but the stubbornness of the Master and the identifying of one of his mates as having been captured on a Brazilian vessel, trying to evade detention by the display of your flag, has led to this mistake.

I shall await your arrival either at anchor or in the offing, and leave this dispatch with Mr Shepherd.

I have the honor to be
Sir Your Obedt Servt
Geo. D. Hastings
Captain in Her
Majesty's Navy

I beg to state that the Hatches of the Luisa Pristin have not been opened, nor the vessel or crew in any way examined.

Geo. D. Hastings
Capt. in N. B. N. W.

(Copy)
(Copy) Geo. D. Hastings Captain of Dolphin
Her Majesty's Brigantine Dolphin
off Bombay 8th Sept. 1850

Sir

I have the honor to inform you that at daylight on the 7th inst, being about 70 miles off the land a sail was observed on the horizon, whilst Her Majesty's Brigantine under my command was steering to the East. I made all possible sail in chase and the chase was observed making more sail and keeping away, and owing to the high winds I was unable to overtake her before 6.30 am, on this day when being close to her, and no sail shortened, I directed a signal gun right ahead to be fired, and hailed the chase to shorten sail, and heave to, chase assented he could not, and requested leave to pass to leeward and said if we wanted to board him we had better make haste about, and that we might fire and be damned.

I directed another gun to be fired across her bow, when she immediately shortened sail and heave to, it being night no colors were observed to be flying on board the chase, nor was I aware of what her character might be.

She was proceeding myself to board her, when she bore up again, with the apparent intention of escaping. I was therefore compelled to hoist the boat up again and to close her under sail.

I reached the chase on the second attempt and found her to be the Luisa Pristin, American Brigantine. The Master produced an American Register with a Transcript of Practices, which threw in my opinion a doubt as to its authenticity, and on requesting further information the Master refused to give me any, nor would he show me his port Clearance, Crew List or Log.

Lieut Danks who accompanied me identified the mate of this vessel, as having been in Her Majesty's Navy.

Geo. D. Hastings
Captain N. B. N. W.
Yours Affection

in charge of the Slave Ship "Lucy Ann", captured by Her Majesty's Ship "Rattlesnake" with 500 Slaves in July last.

Under these suspicious circumstances I considered it my duty as the "Junia Bratton" was bound to Antigua to place an officer and crew on board of her, so as to confer with an American Consul or yourself, before allowing her to proceed on her voyage, if a legal vessel.

I have the honor to be
Your Obedt Servt
Henry D. Combs

Copy

12/11 G.D. Hastings

Captain Cyclus

N^o 10 Brigantine Dolphin
Antigua 8th Sept 1858

Sir

I have the honor to inform you that I accompanied Lt. Combs in the middle watch of the night of the 6th Sept. to board the American Brigantine "Junia Bratton".

On arriving on board the Capt. refused to show his original crew list, Log & Manifest, and was very evasive in his answers and questions.

But I beg leave to state that his trade name on board was captured by H. M. S. "Rattlesnake" in the month of February last, off Antigua, he being then Acting Captain on board a vessel called the "Lucy Ann". At the time of capture she had 547 Slaves on board, and was condemned at Antigua, as a prize to the "Rattlesnake".

I have the honor to be
Sir, Your Obedt Servt
Rich^d Dawkins
Lt. Williams
Ship "Rattlesnake"

Now G.D. Hastings
Captain H. M. Cyclus
Senior Officer

United States Ship "Lucy Ann", off Antigua, South West coast of Africa September twelfth, one thousand eight hundred and fifty. Personally appeared before me, Andrew Savage, aged thirty seven years, a citizen of the United States, belonging to the town of Norwalk in the State of Maine, and now master of the American Brigantine "Junia Bratton", last from Rio de Janeiro, and bound to St. Paul de Leona, owned by Messrs Lawrence & Co. of New London, State of Connecticut. Who being duly sworn on the Holy Bible deposed and testified as follows. On Saturday September the sixteenth eighteen hundred and fifty, being about the latitude of 2° South, and longitude 10° East, at 7.30 in the morning I made a sail to the "West", which sail was still in sight at sunset of the same day. At half past one of the same night I again observed her from the firing of a gun, at which time she was within hailing distance, I at once displayed a light and layed the "Junia Bratton" to the "West", a few moments after I made her out to be a Brigantine, another gun was fired at us which was shotted, the ball passing close by the stem of my vessel, thinking that our position could not be seen owing to the darkness of the night, I kept off and ran close alongside of the "Strange Vessel" again here to and hailed her, asking if they were in want of anything. They answered "that they wanted to board us." I requested them to be in as much haste as possible that I was in a hurry, and did not wish to be detained they answered "If you do not heed to fire will fire into you I repeat my vessel is how to, you can fire and be damned?" I was ordered to take in my studding sails, which I refused, as the sails were already let go, I again demanded if they intended to board me, and they said "they would shortly", and in answer to the question of my nationality and destination, replied, "that we were American, bound to St. Paul de Leona." I was informed that the Brigantine was an English man of war. The Brigantine was round and covered a boat, when the officers came on board, whom I afterwards found to be Captain Combs N^o 10 Brigantine Dolphin and Lieut Dawkins of N^o 10 Steam "Rattlesnake". The latter who made all the inquiries, requested me to show

Affidavit of Capt. Andrew Savage of Brigantine "Junia Bratton"

show them the papers of my vessel, passed which
papers, and was told the Register, Consul, Shipping
Article, Log Book, Port Clearance, Journal, and in fact
all the papers I had belonging to the vessel, I
refused to do so, saying if they wished to see my Register
and port clearance I would permit them to do so.
Being asked my objection to showing the others, I said
that owing to the ungentlemanly manner in which
I had been treated, being forced into without knowing
my character I would only show them such papers
as were required, according to the laws of nations,
to establish my nationality. I handed them the
Register, which after a time only sufficient to
examine the signature of Sir Robert the old Consul
at Rio de Janeiro. Dr. Duvivier pronounced to be false.
Being angry at this I asserted "that if that sig-
nature was false all the rest of my papers were
false, and then was no use of showing them." I
however showed the port clearance, and in answer to
his assertion that it required the Consul's seal, I
said he knew nothing about it, that it was not
required. I then asked Capt Temple what he intended
to do with me, and he said he would consult
with the officer, and stepped aside for a few minutes,
being anxious to get on foot next morning, I thought
I would leave forward the fore yard, that we might be
making something on our course, when Capt Temple
countermanded my order. I said to him "pass five men
will take charge," he said "yes," and hailing his Brig
gave orders for "two men to come on board," in a few
minutes between twenty and thirty men and officers
were on board, I was ordered to my cabin together
with all my officers, and a sentry placed at the
door, my crew was sent below and also put in charge
of a sentry, and the course of the vessel changed.
At 8 am next day a sail was made, which we
came up with about midday, it proved to be the U.S.M.
Steamer Cyclops, Captain Hastings, Senior Officer of
Southern Division of N.Y. & P. River, Captain Temple
then came on board accompanied by Capt Hastings

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and the latter made request to see my Register, which I at
once complied with, this he examined, and I asked if he wished
to see the other papers, he replied that the Register was
sufficient. He then said to Capt Temple, the "Lousa Bratin"
was as legal a vessel as could sail, and that he was
very sorry that such a thing should have happened.
He then requested me to take charge of her and proceed
on my voyage, showing that it was an oversight of
Capt Temple's part, this I positively refused, as I did not
think myself authorized to do, but requested to be carried
to an American man of war, I was accordingly taken to
Ansbury, where we arrived at 6 pm, the next day - the 9th
at 8 am Mr. Shepherd one of the officers of the U.S. Brig
Bew, having been left at Ansbury with a boat, in the
absence of that vessel, came on board in company
with Capt Hastings and Capt Temple, I again refused
to take charge until the affair was settled by some
one having the proper authority. Capt Hastings
asked me what indemnity I would consent to receive
and proceed on my voyage - and I told him at that
time I would settle it for one thousand dollars, and
he said very well whatever Capt Temple or the American
commander may think right. Captain Hastings then
stated his intention of withdrawing his men, and
Mr. Shepherd said if I still refused to take charge,
it would be his duty to do so. Mr. Shepherd took
charge at 9 o'clock a.m., until the arrival of the
U.S. Brig Bew, Lieut Comdr Andrew N. Fort.
Witness (signed) A. N. Savage
(signed) Andrew N. Fort
(signed) J. H. Hunter Captain's Clerk

Sworn and Subscribed before me, this twelfth day
of September Eighteen hundred and fifty, A.D.
Witness my hand and official seal
(signed) Andrew N. Fort
Lieut Comdr

Old Bury Perry
off Ambry Sept 13th 1850

Sir

Your letter of the 9th inst. enclosing a letter from Lieut Comd^r Henry Temple Comd^r of the Brigantine "Dolphin" and Lieut Perkins of the Steam Ship "Hatter" in relation to the chasing, boarding and detention of the American Brigantine "Louisa Beaton" on the 7th inst. by Her Majesty's Brigantine "Dolphin" also in relation to the present master of the "Louisa Beaton" having been master of the "Lucy Ann" when captured by H.M. Steam Ship "Hatter" with 250 slaves on board, have been received.

I have in person visited the "Louisa Beaton" conferred with the master taken his affidavit, examined her papers, and found her to be in all respects a legal American trader.

The sea letter of which you speak as being usually given by Consular Officers after the capture of a vessel, is only required when the vessel changes owners, and not when circumstances require, as in this case, the appointment of a new master. The paper given by the Consul authorizing the appointment, and stating the reasons for appointing the present master is in form, as are all the papers of the vessel.

I must respectfully decline being a party concerned in any arrangement of a pecuniary nature for the satisfaction of the master of the "Louisa Beaton" for the detention and seizure of his vessel. If such an arrangement however be made between the master of the "Louisa Beaton" and the British Officers, it will be my duty to give the information to my government.

The government of the United States does not acknowledge a right in any other nation to visit Her Capt. Geo. B. Hastings

Comd^r of the Southern Ocean
of H.M. Ships
Capt of Officers

visit, and detain the vessels of American Citizens engaged in Commerce, whenever a foreign Consul shall venture to board a vessel under the flag of the United States, she will do it upon her own responsibility for all consequences. If the vessel so boarded shall prove to be American, the injured party will be left to seek redress either in the tribunals of England, or by an appeal to his own Country, as the nature of the case may require.

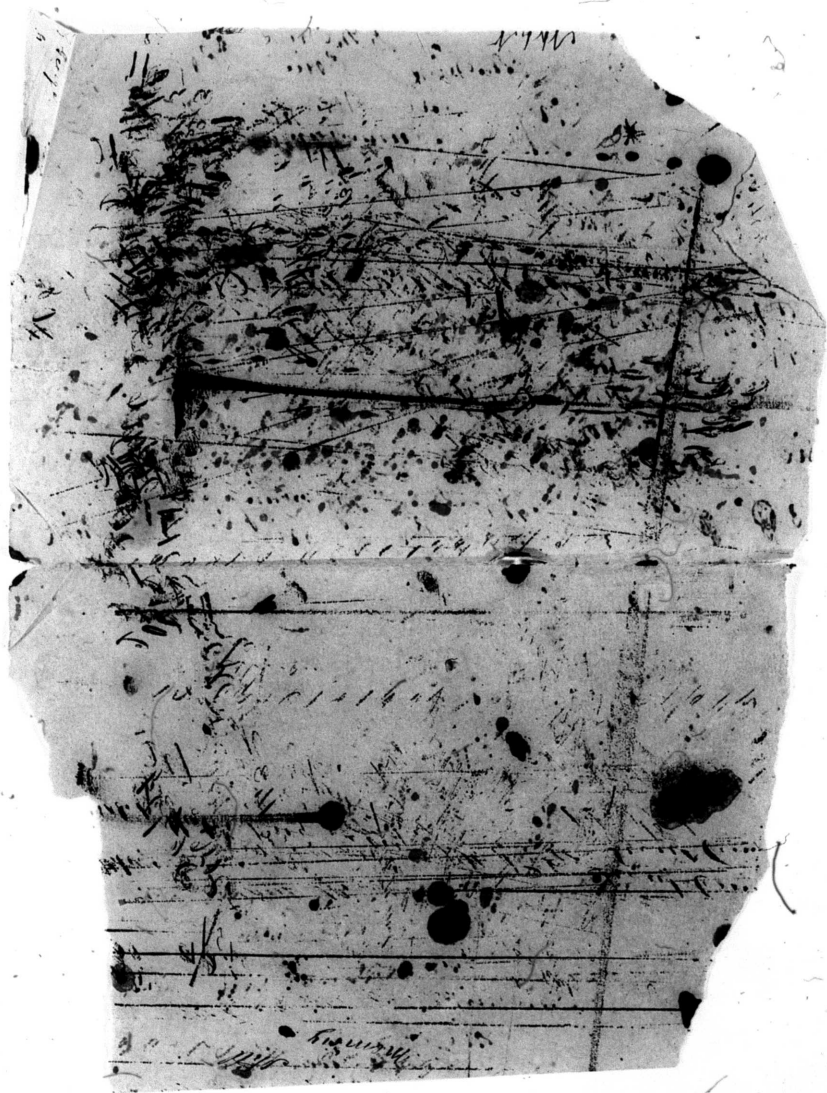
I have carefully considered ^{all} the points in the several communications which you have sent me in relation to the seizure of the "Louisa Beaton", and I must unequivocally pronounce the seizure and detention of that vessel, wholly unauthorized by the circumstances, contrary to the letter and spirit of the Treaty of the Treaty of Washington, and as such it becomes my duty to make a full report of the case, accompanied with the communications which you have forwarded together with the affidavit of the master of the "Louisa Beaton", to the government of the United States.

I was qualified to hear you, as Senior Officer of Her Majesty's Force on the 8th Coast of Africa, in my presence wholly disavow to the master of the "Louisa Beaton" the course pursued towards the vessel by the Commander of H.M. Brigantine "Dolphin", which was perfectly satisfactory to the master of the "Louisa Beaton" as far as you were concerned, and which fully corresponded with the liberal spirit which has characterized your course during our cooperation of several months for the purpose of suppressing the slave trade.

I have the honor to be
Sir (Very) Respectfully
Yours obt. Servt

Andrew A. Borth
Lt Comd^r

[The page contains faint, mostly illegible handwritten notes and signatures.]



U.S. Brig Perry
Off Ambry Sept 12th 1850

Sir

You will report yourself to Detty Master
Shepherd for duty on board the frigate Brigantine
Chatsworth and on your arrival in the
afternoon report yourself to the Hon Secy of the Navy
Respectfully Yours old servant
Andrew M. Fort
Lt Comdr

Mr C. Patten
U.S. Brig Perry.

U.S. Brig Perry
Off Ambry Sept 14th 1850

Sir

I have the honor to enclose copies of letters
and papers in relation to the detention and seizure
of the Brigantine Chatsworth.

I have the honor to be
Sir Very Respectfully, Lt Comdr

Andrew M. Fort

Lt Comdr

Mr McPherson Poston
Secy of the Navy
Washington

U.S. Brig Perry
Off Ambry Sept 14th 1850

Sir

I have the honor to enclose copies
of affidavits and papers in relation to the Amer-
ican Brigantine Chatsworth engaged in the slave
trade and seized by this vessel, at Ambry
on the 11th inst.

I have the honor to be

Sir Very Respectfully

Yours old servant

Andrew M. Fort

Lt Comdr

Mr McPherson Poston
Secy of the Navy
Washington

U.S. Brig Perry
Off Ambry Sept 12th 1850

Sir

As you have applied for Capt Poston
of the Brig Chatsworth, as your second officer, and
as he was not in the Brig Chatsworth when she took
slaves on her last voyage, and as he has given his
affidavit in case of the Brigantine Chatsworth believing
her to be designed for the slave trade, so the Supercargo
has authority to dispose of her, and has for her a set
of Brazilian papers. I will comply with your request
and permit him to be shipped accordingly, so I have
no instance of the frigate being engaged in the slave trade.

Respectfully

A. M. Fort

Captain Andrew A. Savage
"Louisiana"

U.S. Brig Perry
Off Ambry Sept 14th 1850

Sir

As Captain Savage Master of the "Louisiana"
has expressed a wish to have you as his second
officer, as you have given your affidavit in case of
the Brigantine Chatsworth which has been a slave
on a former voyage, and come over with Brazilian
papers prepared to engage in the slave trade
after your leaving her. I accede to the request
of Captain Savage and permit you to ship
as second officer of the "Louisiana"

Very Respectfully

Yours &c

Andrew M. Fort

Lt Comdr

Mr Winslow Poston

Old King George
Off Ambury Sept 14th 1850

Sir

My intention was to have taken you out of the "Luisa Reatin" for the purpose of sending you to the United States for trial, as the late Master of the "Lucy Ann" which shipped a cargo of Slaves from this coast, which vessel was captured by Mr. James Keltner.

Captain Savage the Master of the "Luisa Reatin", a gentleman wholly opposed to the Slave trade informs me that you were shipped by our Consul at Rio with his knowledge that you had been Master of the "Lucy Ann". That both himself and I feel sure that you will never again be disposed to engage in that trade, and more especially as you have given me an affidavit in case of the Slave Brigantine "Chatsworth", I have been induced to permit you to remain as first Officer of the Brigantine "Luisa Reatin" and as far as my authority of Commander of a United States Vessel, acting as Consul &c. extends, I acquit you of any consequences which may result from your having been engaged in the Slave trade.

Respectfully &c
Andrew H. Park
St. George

Mr Charles Hamilton
Luisa Reatin.

Old King George
Off Ambury Sept 14th 1850

Sir

Enclosed are affidavits with other papers and letters in relation to the seizure of the American Brigantine "Chatsworth" on the 11th Inst by this Vessel.

This has been an exceedingly complicated case, a Slave with two sets of papers, passing ultimately under different nationalities, eluding detection from papers being so much in form and trading with an assorted cargo.

The circumstances under which the "Chatsworth" was first seized, and afterwards released while you were at Leander, are unnecessary to be recapitulated.

I have since twice boarded and searched the "Chatsworth" in person, and on leaving for a short cruise off Ambury left a boat here to watch her movements, on the 11th Inst I had in addition to my own suspicions, possession of information which rendered it clear to my mind that the "Chatsworth" had been a Slave, and her intentions here, at the most notorious Slave Station on the coast, were to ship a cargo of Slaves.

Knowing that by obtaining the testimony of Mr Hamilton the Chief Mate of the "Luisa Reatin" who was formerly Master of the "Lucy Ann" when she had Slaves on board, but who with the knowledge of the fact was put on board the "Luisa Reatin" by Gov. Kent, the Consul at Rio, I could through him obtain an affidavit from the present Captain of the "Chatsworth", a young man who has not been engaged directly in the Slave trade, but was to have been sent out of the Vessel at the option of the Italian Supercargo.

Yours Truly
James D. St. George
Comd'g U.S. Naval Forces
Coast of Africa

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Supercargo I promised them a release to the extent of my authority in case they could give me the affidavit in the case of the Chateauvieux, which has been done, and led to further developments until the guilt of the vessel is placed beyond all question, as will be seen by the accompanying papers.

The Italian Supercargo having landed his cargo, which was much exposed, and his business in a State requiring his presence, I permitted him to go on shore with the assurance that he would return when I made signal for him. He accordingly came within hail of the Chateauvieux, but finding that I had such strong proof against him, and his vessel, he acknowledged to Capt. Savage of the "Louisiana", who has materially assisted us in this matter, that he had brought over Brazilian papers, and would not go on board, my intention however is to obtain from him a paper relinquishing all intention to defend the case in a Court of law.

The crew of this vessel being all foreigners, not wishing to go to the U.S., and not being able to send but ten men as a prize crew, besides your authority to land a foreign crew in case of capture, as an aid to the twenty ten men short, rendered it necessary to put the men on shore. I gave them their option however whether to go here or at Seaboard, and preferring this place, most of them were landed yesterday, with the understanding that they might go to the United States in the vessel if they wished it.

I have directed Acty Master Shepherd with Miss Allen, and a prize crew of ten men to proceed with the Brigantine Chateauvieux to Baltimore for which port she this day takes her departure.

Yours Very Respectfully,
John W. Perry
Andrew H. Doot
Lt Comdr

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As I have in vain endeavored to induce the Italian Supercargo of the Chateauvieux to come off, he states to Captain Savage of the "Louisiana", that Capt Doot would make him a prisoner, besides it was of no use to attempt to defend the Chateauvieux.

It is said at Annapolis where there are four thousand slaves ready for shipment that the capture of the Chateauvieux will give a severe and suspected blow to the slave trade as far as the American flag is used for that purpose.

A.H.D.

Wm Perry Perry
Off Annapolis Sept 14th 1850

Sir

You will assume the Command of the American prize Brigantine Chateauvieux and proceed with her to the port of Baltimore, and then report yourself to the Commander of the Naval Station, and to the Hon Secy of the Navy for instructions.

You will be prepared on your arrival to deliver up the vessel with a list of the articles on board to the Marshall, the papers to the Judge of the District Court, and be ready to act in the case of the Chateauvieux, as your own and circumstances may require.

It is advisable that you should stand as far to the West as at least in the Long of Maryland and when on the Coast Capabilities to make a direct north course shaping your course for your destined port on a higher latitude where the winds are more reliable.

With great confidence in your abilities and good judgment, care and attention to your duties, and with the hope that you may soon receive the Perry, with my best wishes for you may have a safe and pleasant voyage.

Yours Respectfully
Your Obedt Servt
Andrew H. Doot
Deputy

Acty Master Command Shepherd
U.S. Brig Perry.

(Copy)

United States Brig Young off Point St. George, S.W. Coast of Africa, September Eleventh. On thousand eight hundred fifty. Personally appeared before me Andrew Savage, aged thirty seven years, a citizen of the United States, belonging to the town of Haverhill in the State of Maine, and now master of the American Brigantine "Louisa Beatrix", who being duly sworn on the Holy Bible, deposed and testified as follows. While in Rio de Janeiro in the month of June Eighteen hundred fifty, I had an interview with Captain S.D. Johnson a citizen of the United States, when said S.D. Johnson informed me that he was master of the American Brigantine "Chalworth" belonging to the City of Baltimore that he had been over to the Coast of Africa a short time before with his vessel, and had brought over some five or six hundred Slaves, he not remember the precise number, that he had landed them in the neighborhood to the Southward of Rio de Janeiro and afterwards washed his vessel out, and proceeded to Pernambuco, and entered his vessel there. Said Johnson took drafts on Marshall & Wright in Rio de Janeiro with which he bought Coffee and shipped it for Baltimore. Said Johnson also stated that at Pernambuco he gave Charge of the vessel to his former mate to go another Slaving voyage, said Captain Johnson further informed me that he felt the vessel in his name but did not own her, but she was owned by another man who was Supercargo. I asked him if he did not think the vessel would be taken the next time she went over, he said he did not know nor did not care, that would be their look out.

(Signed) Andrew Savage

Sworn and Subscribed before me this Eleventh day of September Eighteen hundred fifty, as Witness my hand and official Seal.



(Signed) Andrew M. Davis
District Attorney
Washington, D.C.

(Copy)

United States Brig Young off Point St. George, S.W. Coast of Africa September Twelfth, one thousand eight hundred and fifty. Personally appeared before me Charles Hamilton aged twenty three years belonging to the City of Boston in the State of Massachusetts, and now Chief Mate of the American Brigantine "Louisa Beatrix" last from Rio de Janeiro, and bound to St. Paul de Loanda. Who being duly sworn on the Holy Bible deposed and testified as follows. When at Rio de Janeiro in the month of June Eighteen hundred and fifty I became acquainted with S.D. Johnson master of the American Brigantine "Chalworth" of Baltimore. On night he engaged of different persons present, after several specious on the Coast of Africa. He said Johnson asked me if I was master of the "Lucy Ann", and then he asked me if I did not recollect him. I told him I did not. He said he belonged to that Brigantine which lay ahead of me while the vessels were at Point St. George in January Eighteen hundred fifty, which was the "Chalworth". I told him I recollect that Boat. He said he got underway in the month of January Eighteen hundred fifty and went down to Loanda, and after that he came back and filled around until he got a chance and then shipped Slaves, about the middle of February Eighteen hundred fifty, just to the Southward between Ambing and Loanda. He said the present master of the "Chalworth" was left here at Point St. George, and went over to Brazil sick on the General Vega. He said Johnson said that he landed his Slaves to the Southward of Rio de Janeiro - at the time of going over Johnson said that he was mate and the Supercargo was Captain, as the vessel went out under Portuguese Colors. After landing his Slaves to the Southward of Rio de Janeiro, Johnson went with the vessel to Pernambuco under the American flag, during which time he again appeared as master. The Supercargo Johnson said said him five

One thousand two hundred and twenty five hundred dollars for saving the day. They found him at Pernambuco on suspicion of coming from the coast of Africa with slaves. Said Johnson told the same story to Captain Saragi now master of the *Southern States* here, who then was master of the American Schooner *Atlantic*, and also told many others the same story.

Witness
 signed: J. A. Watkinson, ^{Mar. 20. 21.}
 signed: Andrew A. Henderson, ^{Prof. Long 21. 21.}

Simon Johnson told before me, this Twelfth day of September, Eighteen hundred and fifty as Witness my hand and official seal.

signed: Andrew A. Porter
 St. Louis

Copy

At Rio de Janeiro, off the coast of Africa September Twelfth, one thousand eight hundred and fifty. Personally appeared before me George Stevens a Portuguese who being duly sworn in the Holy Bible, deposed and testified as follows. St. George Stevens a Portuguese was mate of the *Chalworth*, a shipper at Pernambuco where the Supercargo told me, and told me to tell the men before they shipped that he was going to "take in" on the coast of Africa and to tell them when he did "take in" he would make a new bargain with them for their wages. I shipped for thirty dollars per month at Pernambuco, and the hands shipped for fifteen dollars per month. Captain Putnam the master of the *Chalworth* told me that he would not go back in the vessel if she would "take in", and her last voyage, he said he was sick on shore and did not go back in her. All on board were not Americans except Captain Putnam.

Witness
 signed: J. A. Watkinson, ^{Mar. 20. 21.}
 signed: Andrew A. Henderson, ^{Prof. Long 21. 21.}
 given & subscribed before me this Twelfth day of September, Eighteen hundred and fifty as Witness my hand and official seal.
 signed: Andrew A. Porter
 St. Louis

Copy

United States Brig *Perry*, off the coast of Africa September Twelfth, one thousand eight hundred and fifty. Personally appeared before me Wilson Putnam aged twenty seven years, belonging to the town of South State of Massachusetts, who being duly sworn in the Holy Bible deposed and testified as follows.

I am master of the American Brigantine *Chalworth* which sailed for her voyage to the coast of Africa from Pernambuco in Brazil, on the twenty seventh day of June. Eighteen hundred and fifty with an assorted cargo of Rum, sugar, Salted Beef, Tomatoes, Rice, Wine, Iron tools, Sables, Sweet meats &c. I took charge of the *Chalworth* on the thirty first day of May last. I received my letter of orders from Captain J. D. Johnson the late master, who said he was the owner stating that Mr. Senalunga the Supercargo had chartered the vessel, and that I would be governed by his directions, and also look to him for my wages of one hundred dollars per month. The crew shipped on the twenty fifth of June eighteen hundred and fifty at fifteen dollars per month. I had a paper from said J. D. Johnson stating that he owed the Supercargo seven thousand five hundred dollars and that on consequence the Supercargo had authority to sell the vessel any time he thought proper, besides the present Supercargo Mr. Senalunga has Brazilian papers and flag and his possession for the Brig *Chalworth* in case he wants to sell her to change her flag from American to Brazilian. I know that as the Supercargo had Brazilian papers and could sell the vessel as he was authorized to do if, I could take my own American papers and flag and go on shore which I meant to do in case she was intended for the slave trade. Within a few days past while the man of war *Perry* had been lying here the Supercargo has taken papers

papers on shore which I believe to be have been the Brazilian papers. I am what I have seen and know I do believe, the Chatsworth is intended for a slave, and in consequence I give this affidavit, but I do believe that J. D. Johnson is not at all concerned in the vessel.

Mr Senalunga the present supercargo was also supercargo on the last voyage.

Witness (signed) Winsor Pembark
(signed) J. N. Hathorngh
(signed) H. J. Jones Junior W. N.
C. J. Jones

I have and subscribed before me this twentieth day of September, One Thousand Eight hundred and fifty, as witness my hand and official seal.

(Signed) Andrew A. Fortie
Lieut. Comdr.

(Copy)

Comd'g State Brig, Perry off Annapolis S. W. Coast of Africa, September Twentieth Eight hundred and fifty. Personally appeared before me Andrew A. Savage aged thirty seven years, belonging to the town of Woburn, State of Maine, who being duly sworn on the Holy Bible depose and testified as follows.

That I Senalunga late supercargo of the Brigantine Chatsworth told me this day which is my oath, as I was trying to entice him to come on board the Perry Perry, that he did bring over Brazilian papers for the Chatsworth, and that she was not American property, and that he would not go on board the Perry Chatsworth as he had promised to do, for Captain Fortie would make him a prisoner and send him to the Comd'g State for trial, and that it was no use for him to go, as the

Chatsworth would certainly be condemned, and further when on shore this afternoon Mr Magowan an American merchant here in Portsmouth Company, Temple of Salem Massachusetts, did point out and inform me that a Portuguese or Brazilian merchant here by the name of Gervay then present owned also a part of the Chatsworth, and that the late supercargo I Senalunga owned but a part of said vessel.

Witness (signed) A. A. Savage
(signed) J. W. Hunter Capt. Clerk
(signed) A. C. Henderson Capt. Surgeon

I have and subscribed before me this Twentieth day of September, Eight hundred and fifty, as witness my hand and official seal.

(Signed) Andrew A. Fortie
Lieut. Comdr.

(Copy)

Offspring Perry off Annapolis S. W. Coast of Africa, September Twentieth Eight hundred and fifty. Personally appeared before me Winsor Pembark belonging to the town of Southwick State of Massachusetts who being duly sworn on the Holy Bible depose and testified as follows. That the Brigantine Chatsworth is owned severally by I Senalunga an Italian the present supercargo and supercargo (small) Roche a Brazilian, who is a Portuguese and a merchant here in Annapolis (a Portuguese or Brazilian) by the name of Gervay, each of these four persons owning I believe one quarter of the vessel. James D. Johnson does not own any part of the Chatsworth.

Witness (signed) Winsor Pembark
(signed) J. N. Hathorngh, Senior W. N.
(signed) J. W. Hunter Capt. Clerk

I have and subscribed before me this Twentieth day of September, Eight hundred and fifty, as witness my hand and official seal.

(Signed) Andrew A. Fortie
Lieut. Comdr.

We the undersigned Vincent Pontank Captain of the Brig Chatsworth and Francisco Serravalunga Supercargo and Receiver of the Owner of the said Brig J. D. Johnson, bound from Pernambuco to the ports of West coast of Africa, loaded with Brazilian Gum, and other merchandise, as by the Manifest on board, certificated by the American Consul in the said port of Pernambuco, arriving at this port on the 13th of August last, and beginning to deliver the cargo for this place: happened that on the 16th that was stopped the discharge and also detained the Brig, by order of the American Commodore stationed at Leanda, to which port the said vessel sailed, and arrived on the 19th that, were being examined by the said Commodore was cleared to proceed his voyage, which can be seen by the note made in his Log Book, in form that was delivered at Leanda the cargo for this place, and after all legally despatched by the competent authorities. Started on the 2nd inst to North parts of this Coast, and laid anchor at this port on the 5th inst. Continuing in the charge of the rest that had on board for this place: happened that to day was stopped the discharge by order of Captain of U. S. S. Brig Perry, and also detained the said vessel Chatsworth, by all meanings in the undersigned parties, for our good rights for the value of the vessel and all his appurtenances, in the sum of \$5,000 & fifteen thousand dollars besides the due compensation for the time lost and use of the vessel and to be known and used for all meanings in any part of the World we make the present protest in duplicate, one of each to be signed by the said Captain of U. S. S. Brig Perry and the other to be delivered to him for his own use.

Ankby 11th September 1850

(Signed) Vincent Pontank (Signed) F. Serravalunga

U. S. S. Brig Chatsworth
Off Ankby Sept 13th 1850

For

Having given my affidavit in case of the slave Brigantine Chatsworth, I hereby withdraw my protest of the 11th inst against the seizure of the Chatsworth

(Signed) Vincent Pontank

Copy

(Translated from the French)

To the Commander of
the Brig Perry

I affirm that I am an Italian and as such, cannot be owner of the American Brig Chatsworth, which has been seized it is true, but unjustly and against all the laws of civilized nations. The owner of the said Brig will know how to defend his property and in case the judgment should not prove favorable, the one who has been the cause of it, will always bear the expense of having ruined his Countryman.

With the Commander's respect how I can possibly answer to the paper he has transmitted to me for signature

Ankby 14th Sept 1850

(Signed) F. Serravalunga

Wm Bigg Perry
St Paul de Loanda Sept 17th 1850

Sir

I have the honor to enclose copies of letters in relation to the seizure of the American Brigantine "Louis Braton" by Her Majesty's Brigantine "Dolphin".

Now after the American Slave Brigantine "Chabworth" has sailed, I ascertained, that on the hurry and with the press of business in despatching that vessel, that a complete copy of Captain Hastings letter in relation to the "Louis Braton" had not been forwarded, there was however but a few lines in conclusion of the letter wanted. I now transmit an entire copy.

I have reason to believe from information just received from Rio de Janeiro, that the papers of the American Brigantine "Valusia" captured as a Brazilian vessel by Her Majesty's Steam Ship "Rattler", were in form, which may be made the subject of a correspondence between myself and the British Commander in Chief, and which induces me to strike out the concluding paragraph of the letter addressed to Commr. Grogan, a copy of which was transmitted to you with the unfinished letter of the Hon. Captain Sir J. Hastings, Comdr of the Southern Div of Her Majesty's Forces.

This letter and the enclosed papers are correct, which are respectfully requested to be considered as the first copy, and a duplicate of which will be transmitted by the earliest opportunity.

I have the honor to be
Very Respectfully, yr Obedt Servt
(signed) Andrew A. Foster
St Louis

Hon. Wm. Palfrey Pastbr
Secy of the Navy
Washington

Wm Bigg Perry
At Sea Sept 17th 1850

Sir

Your letter of Aug¹ with its inclosure directed to Capt Smith, on the receipt of any US vessel of war, which I will avail myself of the earliest opportunity of forwarding to Commr Grogan or Capt Smith, has been received.

The information forwarded will throw much additional light on the case of the "Minerva", which has been referred to Commr Grogan, who has been in personal communication with the British Commr on this coast in relation to that and several other vessels where doubtful nationality has induced the British officers to capture them.

The "Valusia" has also been captured by the British Steamship "Rattler", on the ground that her papers were false, and that she had no claim to American nationality. I asked the Comdr of the "Rattler" for his reasons in supposing them to be false, and the disposition which had been made of them so, which reply has been laid before Commr Grogan who at that time had arrived on this coast. Soon after Capt Denny himself arrived & presented his sea letter, which signature being unlike yours generally, threw some doubt of its authenticity on the papers. The case has however been submitted by the Commr and the sea letter, as I am informed, to our Government.

I shall probably address a letter to the British Commr in relation to the information which your paper contains in the case of the "Valusia", insisting that in all cases where the vessel is seized and American Hon. Edward Kent
US Consul
Rio de Janeiro

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American nationality is questioned, that the master and papers must be sent with the vessel to the Court for adjudication.

The two Commissioners met in the month of August at Santa in conference on the case of captured vessels, and the complaint of legal traders, when the best spirit prevailed, and disposition manifested on the part of both to settle the cases themselves, and when that could not be done to refer the cases to their respective governments for their action.

The John Adams has captured a small vessel equipped for the slave trade, and this vessel, the Perry, captured the slave equipped ship "Martha" of New York, on the 6th of June, and on the 11th Benbow captured the American Brigantine "Chalworth" of Baltimore, which had named Wedel sailed with a cargo for this coast from Amsterdam.

The "Chalworth" had good papers apparently, and cargo corresponded with her manifest. Her crew all foreigners but her Captain, who had a letter of instruction from J. D. Johnson, the nominal owner, to look to the Italian Supercargo for all instructions.

The "Chalworth" I have evidence does not belong to Johnson, she brought our Beagle papers. Took off a cargo of slaves last voyage, and would no doubt have carried off another cargo this voyage had we not seized her. The slave merchants I am informed on this coast are becoming bankrupt, as our cooperation with the English Cruisers is ruinous to this wicked inhuman traffic.

The master of the Louisa Weston will probably give you a correct version of the outrage committed on his vessel by the British Dolphin, I have addressed a letter to the

111
the Comdg Officer of the British Squadron in relation to the case, pronouncing the act wholly unjustifiable by the circumstances and in violation of the Treaty of Washington and that I should make a strong representation of the affair to our government.

The British Comdg Officer disavowed the act and the Captain of the Dolphin expressed his deepest regrets that he had been led to pursue the course he did.

I shall accompany the Louisa Weston to Santa, and render her all the good service in my power, as we still have no consent there, not only because she has this claim upon us, but from our obligations to Capt Savage who to his great credit has rendered essential service in our process against the Chalworth and who I am sure will prove himself in all respects worthy of the trust which you have confided to him.

We cooperate harmoniously with the British Squadron in the suppression of the slave trade, and then appears to be a strong disposition among most of the British Officers to avoid interfering with American vessels, whether engaged in legal or illegal trade.

I have the honor to be
Very Respectfully
Yours Obedt Servt
Andrew S. Focke
Hon'g

Wm. B. Perry
London Sep 17th 1850

Sir

In company with Mr Watrough the Purser of the *Rebel* I went this evening alongside of the American Brigantine *Louisa Boston* and much to my surprise (especially after the assurance from you when last in the port that no objection would in future be raised to US Naval Officers visiting the vessels of their own nation) the Custom House officers informed us that we could not go on board, we went on board however, but did not go below as I had no wish to involve the vessel in any difficulty.

I repeat the circumstance to you with the remark that it is the first time that an objection has been raised to my visiting a merchant vessel of my own nation in a foreign port, and that this objection has been raised after your assurance when we were last here that no obstacle should in future be in the way of American Officers visiting American ships in London.

I have the honor to be

Sir, Your Obedt

Andrew N. Bate

St. George

To The

Wm. B. Perry

St. Paul de Leonora.

Wm. B. Perry
St. Paul de Leonora Sep 17th 1850

Gentlemen

Captain Savage the master of the *Louisa Boston* will give you the particulars of his affair with the British Consul. I have had a correspondence with the Senior Officer of H. M. Forces on the subject who acknowledges the seizure of the vessel to be unauthorised by the circumstances which I claim to have been in violation of the Treaty of Washington.

This correspondence will be transmitted to Washington, where you will doubtless be afforded every facility for taking such steps as the nature of the case requires.

It would not be proper for me to furnish you with a copy of the correspondence therefore for any further information desired I must refer you to the Hon. Secy of the Navy.

I have conferred with Captain Savage on this subject and he has acted by advice or upon mature deliberation. His course I have no doubt will meet your approbation.

I saw the *Louisa Boston* to this place where she has entered, and expects her cargo complete in the course of a month. I shall probably have returned from St. Helena before her departure for the United States and will look in here to render any assistance which may be wanting.

I am Respectfully

Yours Obedt

Andrew N. Bate

St. George

Suppl. James Diner & Co
New London
Conn

Copy

Custom House Louanda

Sir

Acknowledging receipt of your official note directed to me under yesterday's date, in which you acquaint me that in contradiction of the verbal assurance I had given you some time ago, you had again met with some objections on the part of the Custom house guards when on the said day you intended to visit the American Schooner *Seiza* frigate anchored at this port.

Permit me to renew what I have on a former occasion explained to you. I gave a due and necessary explanation of the subject, and justify to a certain extent the hesitation of those officers had worried permitting the entrance of yourself and the officers of the vessel under your command on board said Schooner.

I remember well, when for the first time this affair was explained to me by you in one of your former visits to this port. I have shown you that this Department can give no right to a vessel of War to visit any other ^{important} vessel of his nation, when the latter is once at anchor in this Port, consequently under the protection of the Portuguese flag and dominion, but only in respect to the good connections of friendship and intelligence which exist between Portugal and the United States, and being sure that those visits made to a vessel anchored here are never made with the idea of influence and disrespect to the authorities of this Province, I would not hesitate to forward and virtually have forwarded the necessary orders that in all cases where American vessels of War are at anchor in this Port no obstacle should be thrown in the way of their officers boarding the merchant vessels of the same nation which may also be at this Port, provided that these visits bear a friendly

friendly, and not an official character.

It seems to me you will be fully convinced of the reasons stated by me, and on forwarding on that occasion similar orders I did no more than to express to the good feeling which this affair merits from both of us.

The objection of the guards to your boarding the *Schooner Seiza* frigate was merely the result of their ignorance of the fresh orders which I ordered to be put in operation only regarding American vessels of War. The opposition which you encountered could not have been greater, because you yourself confess that you really boarded the said vessel.

God preserve you

Custom house at Louanda
19th Sept 1850

Andrew M. Fort Esq
Commander of the American
Brig of War Perry.

The Secretary of Customs
serving as Administrator
(signed) Auguste Pichote

US Brig Perry
St Helena Oct 19, 1850

Sir

I have the honor to enclose a copy of a letter addressed to *Commodore Francis H. Legue*, *Comd'g the US Naval Forces on the Coast of Africa.*

I have the honor to be
Very Respectfully
Your obt Servt

Andrew M. Fort

St Helena

Hon. W. H. Ballard Esq
Secretary of the Navy
Washington

St Helena Decr 17th 1850

Sir

We arrived at this island on the 10th inst, after a passage of 21 days from St Paul delgander, during which time chased a vessel forty hours, which proved to be a Portuguese Merchant Ship.

As soon as the crew shall have liberty on shore, and some information obtained relative to the condemnation of the American Barquetta and Piratini Volusia as of doubtful nationality, in consequence of the destruction of a part of the papers and withholding others at the time of the capture, I shall proceed with all despatch to the coast of Africa in hopes of reaching it by the 5th proximo.

From the great number of vessels arriving at this port, many of whom are American and often with disaffected crews, and especially as vessels captured on the coast of Africa of questionable nationality frequently come before the Vice Admiralty Court for adjudication, together with the salubrious climate of the island after cruising on the coast of Africa it would seem that a semi annual visit from one of the African Squads or the Frigates were desirable.

Our reception here by the authorities and citizens generally has been very kind & hospitable and I am happy to add that the American Consul is a gentleman of integrity and moral worth, and very vigilant in safeguarding our commercial interests.

I am Sir Very Respectfully
Yours Obt Servt
Andrew H. Fock
Lieut Comdr

Comdr Francis S. Legrand
Comdr U.S. Naval Forces
Coast of Africa

St Helena Decr 17th 1850

Sir

I have the honor to enclose a statement of the circumstances attending the capture of the American Barquetta Marara, which has been condemned in H.B. Vice Admiralty Court at this island as a vessel of unknown nationality.

Will you do me the favor to direct that I may be furnished with a copy of affidavits of the British Officers, and others who may have testified in the case of the Marara with other relevant information in possession of the comd.

I have the honor to be
Very Respectfully
Yours Obt Servt
Andrew H. Fock
Lieut Comdr

To His Honor Wm. Wills
Chief Justice of St Helena
& Judge of the Vice Admiralty Court

Case of the American Barque "Nararu" captured off Hamburg by Her Britannic Majesty's Steam Ship, "Dorset", March 19th 1859.

The American Consul at Rio de Janeiro says that the "Nararu" sailed to R. J. Clark a citizen of the same in 1859 a sea letter was granted to the "Nararu" by the Consul which vessel cleared for St. Catharines Dec 28. 1859. The papers of the "Nararu" the Consul adds, are regular, and true. The cargo was master. The American crew shipped in the Consul's office.

Information from other sources has been given that the "Nararu" proceeded to St. Catharines from whence was supposed by the Consul and the crew to be bound for California, but proceeded to Rio de Janeiro, where she received on board several passengers, Portuguese or Brazilian, who were called passengers. At Rio de Janeiro she took in water-casks, plank, beans, rice, farinha &c. The American crew applied for their discharge which was refused them.

The "Nararu" then shaped her course for the Coast of Africa, and after about six days run made the land at, or by the Bay of St. Philip de Renguela, when she was boarded by 26 of the King Water Witch and permitted to pass, after a close examination of her papers. The Captain of the "Nararu" after having intimated his intention to the officer of the Water Witch, of going into Renguela, declined on hearing that the U.S. King Perry was there, assigning to his crew as the reason, that the Perry would take him prisoner, and at night accordingly laid up and ran down towards Bahia.

He, the Captain of the "Nararu" also stated to a party of the crew, that the officer of the Water Witch had advised him to give the vessel up to him, as the Perry was at Renguela, and would

would certainly take his vessel and send him home whereas he would only take his vessel and let him stand and go free.

On reaching Hamburg with the American flag flying, the "Nararu" was boarded by the Comd^r of the U.S. Steam Ship "Dorset", who on examining the papers given by the Consul & passed as being in force by the Commander of the Water Witch pronounced them false. The Captain of the "Nararu" was threatened with being taken to the American Squadron or to New York, and fearing worse consequences in case he should fall into the hands of the American Consul, preferred giving up his vessel, bona fide American, to a British Officer. Under these circumstances he signed a paper, that the vessel was Brazilian property and he a Brazilian subject, by the name of Antonio Jose Pinna. The mate was ordered to haul down the American and to hoist the Brazilian colors, in doing which the American crew attempted to stop him, when the English gunnery sailors interfered, and struck one of the American crew on the back of the head.

It is believed that no Brazilian papers were suspected of being on board of the "Nararu".

Commander Innes of the "Puffin" arrived at Ponta a few days after the capture of the "Nararu", and from his representations, induced Lieut Comd^r Fort of the U.S. Brig "Perry" to believe that the "Nararu" was Brazilian property and captured with false American papers, which papers having been destroyed left no evidence but the statement of Commander Innes as to their character, but this statement coming from a British Officer was deemed by Lieut Comd^r Fort sufficient, until subsequent information has led to the conclusion that the "Nararu" was bona fide

Note: Henry J. Perry, Chief Clerk of the U.S. Navy, & Surgeon of the U.S. Navy, East

R. M. L. Oct 17, 1859

an
 American vessel, and whether engaged
 in legal or illegal trade, the course pursued
 towards her by Commanders Dorr and Porter
 of His Majesty's Ship, *Water Witch* and *Griffey*
 was wholly unauthorized, and her subse-
 quent capture by Commander Dorr was
 in violation of the Treaty of Washington
 and of the Laws of Nations. *Amherst 14 Feb*
1850

Minutes from the records in the US Consulate
 Rio de Janeiro, dated Aug¹. 1850, in relation to the
 American *Barque Navarre* and *Brigantine*
Volusia, and signed E. Hunt, U.S.C.

"Navarre"

"*Barque Navarre*, Clark master US Vessel. sold
 her (not condemned) to R. S. Clark a citizen
 of the U.S.A., in 1849, a sea letter was granted
 by me after full investigation, to go on lawful
 voyage until her first arrival in the U.S.A.
 and no longer. Cleared for St. Catharines Dec
 28. 1849. The master who was the purchaser
 declaring an intention to go to California.

The papers of this vessel from this
 office were regular and true. Capt Clark
 has returned to this city."

"Volusia"

"The only other American vessel that
 appeared to have sailed from this port,
 supposed to be for the Coast of Africa, is the
Brig Volusia, Captain Dimes, sold at this
 port to an American citizen. She had a sea
 letter from this office similar to that
 granted to the *Navarre*. She sailed in
 May 1850. Cleared from this port May 1850"

Signed E. Hunt
 U.S.C.

US Brig Perry
 St Helena Oct 17th 1850

Sir

I have the honor to enclose a
 statement of the circumstances attending the
 capture of the American *Brigantine Volusia*,
 which vessel has been condemned in the B m
 Vice Admiralty Court at this Island as a vessel
 of unknown nationality.

Will you do me the favor to direct that I
 may be furnished with a copy of affidavits
 of the British officers and others who may
 have testified in the case of the *Volusia*,
 with any other relevant information in
 possession of the court.

I have the honor to be

Very Respectfully

Sir, Your Obedt Servt

Amherst 14 Feb

Comdr of the US Brig

Perry, of Station

To His Honor

William Wille

Chief Justice of St Helena

& Judge of the Vice Admiralty Court

The American Brigantine "Volusia" captured by Her Britannic Majesty's Ship Rattlesnake Commander Cumming off the Congo July 2^d 1850, as a Brazilian vessel. Had a sea letter from the Consul at Rio de Janeiro, the same as the American Barque Marave. She sailed from Rio in May 1850, and was strictly an American vessel, bought by an American citizen in Rio, and in this respect also the case resembles that of the Marave.

Commander Cumming in letters to Captain Hastings, one of which was for the information of Sir John P. Smith, Comd^g the U.S. Frigate Porpoise, states that the Volusia had American colors flying when boarded and that at once discovered the Register to be false, it was written on foolscap paper with the original signature erased, her other papers were likewise forgeries. The Register and master roll were destroyed by the Master, the remainder of the records were sent in her to St Helena for adjudication.

In this case the Captain also signed a paper that he was a Brazilian, had no protest to offer, no wish to go, and defend his vessel &c.

In the month of August, while Commodore Gregory, Comd^g the U.S. Naval Force, was at Sealand, Capt. Dionis, the Master of the Volusia, arrived with his sea letter from the US Consul and claimed that paper to have been with other papers genuine and strictly in form. Captain Dionis also affirmed that he was prevented from going on the vessel to defend her, that he was assured that she was bound to Sierra Leone, and that all that he did at the

time of capture was not voluntary, but was the effect of the coercive measures pursued towards him.

The sea letter in question with the affidavit of the Master of the Volusia is believed has been sent by Commodore Gregory to the government of the U.S.

This vessel had no Register as is shown by the Consul, and the paper called by some a forwarding the Register written on a sheet of foolscap paper with the signature erased, was the sea letter given by the Consul which the Captain of the vessel did not destroy, but preserved as the document given in the place of the Register on the sale of a vessel, which in time of peace is sufficient proof of nationality.

Arthur H. Smith

Lieut. Commanding

St Helena

Oct 17th 1850

J. J. H. H. H.

For Mr. H. H.

Chief Justice of St Helena
& Judge of the Vice Admiralty Court

Copy
St Helena
17th Oct 1850

Sir

I have the honor to acknowledge the receipt of your Letter of this days date, acquainting me that you "enclose a statement of the circumstances attending the capture of the American Schooner 'Varane' which has been condemned in O.B. No. 11, Admiralty Court, as a vessel of unknown nationality", and requesting me to direct that you may be furnished with the affidavits of the British officers and others who may have testified in the case, with any other relevant information in possession of the Court.

And to state in reply that I am not aware of any, American vessel having been condemned in the Vice Admiralty Court of this Colony.

It is true that a Bark called the 'Varane' was condemned in the Court in the month of April last, which may or may not have been American, but the circumstances under which the case was presented to the Court were such as to induce the Court to conclude that the 'Varane' was at the time of seizure not entitled to the protection of the flag of any state or nation.

With respect to your request that I should direct that you be furnished with a copy of the affidavits in the case, I regret to state that, with every disposition to comply with your wishes, so far as regards the proceedings of the Court, yet as the statements which you have enclosed, not

not only reflects upon the conduct of the Officers concerned in the seizure, but involves questions not falling within the province of the Court, I do not feel myself justified in giving any special directions in reference to your application.

I beg also to acknowledge the receipt of your Letter of the same date, containing a similar request and enclosing a statement with respect to the capture of the alleged American Brigantine 'Volusia' and trust that you will consider the objections which I have expressed to the compliance with your request in the case of the 'Varane' to be applicable to the case of this vessel also.

I have the honor to be

Sir

Yours most Obedt Servt
H. Wille

Judge of the
Vice Admiralty Court

Lieut. Andrew H. Smith
Comdg. H.M. Ship of War Porpoise

Wm King Perry
St Helena Oct 17th 1850

Sir

I have the honor to acknowledge the receipt of your letter of this day's date in reply to my letter of request and statements made in relation to the American nationality and seizure of the *Barque Navarre* and *Bergantine Volusia* informing me for the reasons assigned, that you do not feel yourself justified in giving any special directions in reference to my application.

I have the honor to be
Very Respectfully Sir
Yours Wt Servt
Andrew A. Dote
Lieut Comdg

To His Honor
William Wilke
Chief Justice of St Helena
& Judge of the Vice Admiralty Court

Wm King Perry
St Helena Oct 19, 1850

Sir

A few days previously to leaving the Coast of Africa, a letter from the American Consul at St Helena was recd by me, addressed to Com^d Smith of the *Jou Adams* or to the Com^d of any US Ship of War. This letter enclosed a paper containing minutes from the records in the US Consulate at St Helena in relation to several American vessels, and among them, the *Barque Navarre* & *Bergantine Volusia* (enclosed herewith) which vessels have been seized and condemned in the Vice Admiralty Court of this Island, as vessels of unknown nationality. Having myself of your permission to extend our cruise as far as St Helena to report the cruise and bring in possession of these minutes, which throw additional light on the cases of the *Navarre* & *Bergantine Volusia*, both of which vessels were seized while I was on the coast, and made the subject of a correspondence, that of the *Navarre* taken up and continued by Com^d Smith of the *Jou Adams* on his arrival on the South Coast, and the latter, the *Volusia*, was being made the subject of enquiry by yourself with his late Master when I left St Helena Aug 29. I considered it my duty to obtain all the information in reference to these cases in my power, for the purpose of forwarding it to you; consequently soon after my arrival at this Island, having previously drawn up the statements enclosed based on the consular minutes with the correspondence and affidavits in these cases, to show cause why the information was requested, and having been told by the Proctor of the Court, that the Registrar would probably furnish a copy of the affidavits upon which the vessels were condemned. Com^d Geo N Gregory
Com^d US Naval Forces
Coast of Africa

condemned, and which Registrar declined to do so until authorized by the Judge, altho' declaring at the same time an intention to prepare the copies, in anticipation of the request being granted by the Judge of the Court and these officers both having heard the statements read, which with the enclosed letter of application to the Judge I had shown to the US Consul, who fully concurred in opinion with me as to the mode of obtaining the information. I addressed the enclosed letter to the Judge with the statements, and received from him the enclosed letter in reply, the receipt of which letter I have acknowledged and herewith transmit to you a copy of the correspondence, and accompanying papers.

I am Sir Very Respectfully

Your Obedt Servt

C. Andrew St John

Lieut Comdg

P.S. 25th Oct. The Queen's Doctor Watson of the USS Admiralty (sent at St Helena) has this instant been on board and informed me "that by return of the Perry to the Coast, he is forwarding the affidavits of the prize Officers in the cases of the "Parave" and "Volusia" which he was willing to allow me to peruse"; of this offer I shall probably not avail myself. I presume that the intention now is to have copies of the affidavits sent from the British Squat to the Senior Officer of the American Force on the South Coast.

On the receipt of the affidavits in case of the "Parave" which I presume will be forwarded to you, I respectfully call your attention to the Affidavit of the prize Officer in connection with the letter of Lord J. B. M. Stork briefly addressed to me 26 March 1854 wherein he states "when being convinced that her papers were false &c" AM 31

USS Brig Perry
St Helena Oct 20th 1854

Sir

The object of our visit at this Island having been substantially accomplished during our stay of ten days, I propose sailing tomorrow for the Coast of Africa.

Our reception here by the authorities and citizens generally, has been most kind and hospitable, and I believe that the impression made by the Perry will have a salutary effect upon our commercial interests.

Our Commercial agent I believe has had many difficulties to contend with, which might have been obviated in a measure had he been Consul. An Ecquerator I am informed was applied for some time since to H B Majesty, but has not been renewed.

I am Sir Very Respectfully

Your Obedt Servt

C. Andrew St John

Lieut Comdg

Commd' Francis St Gregory
Comd' US Naval Force
Coast of Africa

USS Brig Perry
St Paul de la Reunion
Nov 29. 1854

Sir

In the event of some other officer than Commd' Gregory or Captain Paul arriving on this Southern Coast, I take the liberty to leave a statement of recent occurrences with some suggestions which may be available to me unacquainted with the state of things here.

You have probably communicated with the Commander of any US Ship
US Coast of Africa

with Commr Gregory and received instructions & information from him up to the 1st of Sept^r.

Since that period we have captured & sent to Baltimore the Slave Brigantine Chatham. I have also returned & have made the Brigantine Luisa a Victim of Henderson, which vessel was illegally detained by a British Officer. The correspondence on this subject has been sent to the Secy of the Navy. These cases are therefore settled, or rather will be in due time by the District Court of Maryland and the Government.

I enclose a statement accompanying a letter which I addressed to the Chief Justice of St Helena & Judge of the Admiralty Court in relation to the capture & condemnation of the American Vessels Sarawak & Colusius. The officials in these cases were refused me, but were by the Perry brought over to Commr Benschaw, the British Commr in Ambry, who will probably forward them to Commr Gregory. I make application for these applicants as information had been received that the vessels were American, and I concluded it to be my duty to ask it of the Comd.

I may see Commr Benschaw between this and the Congr when of course I shall take the applicants if offered, but shall make no application for them.

This matter therefore remains at present unsettled, so far as the British Commr is concerned, I am satisfied with having made the application.

A few days since a Portuguese Schooner of 100 tons fired a small gun, with a blank cartridge I believe, (no report was heard) so we approached her, when we threw a 32 lb shot across her bows. She hauled down her colors for a short time, but hoisted them again. I sent a boat for an explanation, when the Captain stated that he mistook us for a Portuguese suspected vessel of which he was in search.

This matter is settled so far as we are now concerned. I allude to it in case it should be brought up by the Portuguese authorities.

I enclose a correspondence with the collector here which explains itself. The effect has been salutary in securing to our Merchant vessels more consideration from the Customhouse authorities.

As we are little continually to fall in with

with Commr at night, we have kept four muskets and two box guns clear and ready to return a fire at any moment. We have only once fired first, when we mistook a Portuguese Man of War for a military vessel. England is a list of signals established between the two Commodores.

I have on good terms and with a good understanding with the British officers.

I consider visiting the best commanding ground, tho' we have, some ^{times} up to Benguela, and once to Elephant's Bay, deeming it advisable to show the vessel the whole extent of the coast.

As we were thirty men short I could not go with safety and the crew of the Chatham were no persons, but landed them at Ambry. This being considered prejudicial to the interests of the American factory there I promised to land two more men at Ambry, and also to suggest to my successor that some should be landed in future.

Our provisions being exhausted, and especially to Commr Gregory's store, I sail this day for Pitt. Bay, via Monrovia, and will look into Ambry, in case the British Commodore wishes to communicate.

I am Very Respectfully
Yours Obedt Servt
(Signed) Andrew N. Fort
Lt. Comdr

P.S. It is believed that there are no American vessels now in the Coast, except two or three legal traders, altho' it is rumored that several vessels under the American flag, and suspected of being engaged in the Slave trade, have gone round the Cape of Good Hope into the Indian Ocean.

A. N. F.

Collection _____

THE PAPERS OF

ANDREW HULL FOOTE

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14

Copy

St Helena 21st Oct 1850

Lieut. A. N. Dore
Commanding H. M. S. Porpoise
St Helena

My dear Sir

Whilst confessing to you (as I now do) the very great gratification we have all had in your very acceptable visit to our little island, I cannot let this opportunity go by, without expressing upon your special notice, the great obstacles my father so frequently met with in his Consular duties from the St Helena government which we doubtless owed from the want of an Exequatur being had from Her Britannic Majesty, and which the Secretary of State at Washington a long time since, informed my father, had been applied for, as the President was desirous of raising every commercial agent (when the interests of the flag) needed it) to the Post of Consul.

Now this done it would not only add proper dignity on the incumbent, but it would also compel the local authorities to be more particular in their deportment and that would insure the probability of much more assistance and help being obtained for the flag, than hitherto has been rendered. I can only assure you that from the delicate and trying duties my father had to perform (whilst having refractory and mutinous characters to deal with on the one hand, and an unwilling Government on the other) his work was most arduous and perplexing.

Being a witness to these things I am very desirous they you would give be good enough

2
enough not only to make the request of the
government yourself to get me the Exequatur,
but that you would (after pointing out the
thing to the Comptroller) influence him in
your report to him to make a similar
request. I can only say candidly that
should the government bestow this honor
on me, it will not only be sensibly felt
but, the best interests of American citizens
promoted.

Wishing you, and all on board, a speedy
and safe return to the land with health
and happiness (in which we all join)
trusting to see another of the Squadron
here soon.

I believe me to remain

Very dear Sir

Yours faithfully

Jos W Farol

3
US Brig Perry
St Helena 19th Oct 1850

Sir

I respectfully request you
to take charge of a distressed American
seaman by the name of John Foster
who I gave a passage from the coast
of Africa in this vessel to St Helena
for the purpose of furthering his object
in reaching Rio de Janeiro.

Yours Very Respectfully
Your most obedient
Andrew A. Smith
Lieut. Comdr

Jos W Farol Esq
Commercial Agent
St Helena

24
Sir

U.S. Frigate Perry
St Helena Oct 25 1850

The object of our visit at this Island having been substantially accomplished during our stay of ten days I purpose sailing tomorrow for the Coast of Africa.

Our reception here by the authorities and citizens generally, has been most kind and hospitable, and I believe that the impression made by the Perry will have a salutary effect upon our commercial interests.

Our Commercial agent I believe has had many difficulties to contend with, which might have been obviated in a measure had he been Consul.

An Equivator of arms informed was applied for some time since to H. B. Majesty, but has not been renewed.

I am Sir
Very Respectfully
Your Obedt Servt
Andrew N. Fort
Lieut Comdr

Comdr Francis H. Gregory
Comdr U.S. Naval Forces
Coast of Africa

5
U.S. Frigate Perry
Monrovia Dec 21 1850

Sir

We are about to proceed to offer assistance to the "Harris". It seems to me that if nothing better can be done, the deck should be conveyed to Monrovia rather than remain subject to the discomfort of their present situation. If you agree in this opinion be good enough to say whether accommodations can be furnished and I will offer the services of the Perry in transporting them.

In any case we go down with the determination to render them all aid in our power, even if we are detained two or three days. I shall probably land with the Surgeon and hold a consultation with her Commander and medical officer as to the best mode of relief.

I have the honor to be
Very Respectfully
Sir

Your Obedt Servt
Andrew N. Fort
Lieut Comdr

Dr H. Excellency
President Roberts
Liberia.

(Copy)

Government House
Monrovia Dec 21st 1850

Sir
I have the honor of your note of
this morning informing me of your intention
to visit immediately His Majesty's Steam Vessel
"Glenn" to offer to His Commander any
service you may be able to render.

With respect to removing the sick
to this place, I would recommend it by
all means. I will see that the best possible
accommodations be supplied, and here too
houses where can be had which are of
the first importance in sickness.

Make my kind regards to Capt
Steger, and assure him from me, that
I am quite anxious to render him any
aid in my power.

With high regards
I have the honor to be
Sir,

Your Obedient
(signed) S. J. Roberts

Captain A. N. Dork
U. S. S. "Perry"

U. S. S. "Perry"
off Sharp Point Dec 22nd 1850

Sir

I have communicated with Captain
Patin of His Majesty's Brig "Grand" who
anchored this morning near the Beach
where his Majesty's Steam Vessel is
expected.

Commander Steger is on board of the
Grand with a number of the sick for
whom we have furnished a quantity
of quinine. Both he and Captain Patin
assured me that our services would not
at all require, as they had made or
would make, all necessary arrangements
for the comfort of the sick, until the
arrival of the Steam Vessel, which
is daily expected.

I have the honor to be
Sir, Very Respectfully,
Your Obedient Servant

(signed) Arthur O. Fook
Lt. Comdr

To His Excellency
President Roberts
Liberia

U.S. Navy
At Sea Jan^y 8th 1851

Commodore

I herewith transmit my
despatches giving in detail, an account of
the circumstances as they transpired while
envisaging on the South Coast of Africa under
your orders of August 29th 1850.

Accordingly to ~~your~~ ^{the} intention
expressed in the enclosed letter of the 29th Nov^r
addressed to my successor in the South coast,
I communicated on the day following off
Anchorage with Comdr. Panchow Comdr. in Chief
of the British Force, for whom I had brought
from St. Helena, a copy of the proceedings of
the Vice Admiralty Court, in the cases of the
American Barque *Narvaez* and *Bergantine*
Volusia, and as the Comdr. did not offer me
a copy of these proceedings, and as the Surge
of the Court had unofficially intimated to me
that the proceedings in these cases were
ready for my inspection. Especially as
the Queens Director had informed me that
the prize officer had given an affidavit that the *Narvaez*
had no papers on board, I requested Comdr. Panchow
to let me look at that part of the proceedings
embracing the testimony of the prize officer of

Comdr. Panchow
Comdr. U.S. Naval Force
Coast of Africa

of the Steamer *Pinfly*, who for ^{the} *Narvaez* had
been in charge of the *Narvaez*. To this request
the Comdr. assented, when on examining the affi-
davit of the prize officer, I found that he had
testified, to the best of his knowledge and belief,
that there were no papers on board the *Narvaez*,
on this point I remark, I have in my possession
a letter of the 26th of March from Comdr. *Narvaez*
of the *Pinfly* in reference to the *Narvaez*,
wherein he states "being convinced his papers
were false" &c, which papers however were a few
days previously examined by Comdr. Quinn of the
U.S. Brig *Water Witch* who considering them to be
so clearly regular, and true American papers
passed the vessel, although suspecting at the
time, as he afterwards informed me at St. Helena,
that the vessel was designed for the Slave trade.

I am Very Respectfully

Sir, Your Obedt Servt

(signed) Andrew A. Fort
Lieut. Commanding

U.S. Brig *Thetis*
Isle of Maye Jan'y 17 1851

The undersigned Comdg U.S. Brig *Thetis* was ordered by Commr. Gregory Comdg the U.S. Naval Force in the west coast of Africa to proceed from Port Pango to the Isle of Maye with instructions to enquire into the condition of the Hamburg Ship *Emmy* wrecked on the 23rd ult, and to render such aid to the crew and passengers as they might require.

In carrying out the instructions of the former the undersigned has become acquainted with the Captain of the *Emmy*, whom he found to be in great trouble, not only on account of the loss of his ship, but also on account of an advantage which he believes has been taken of him by the persons employed as Salvors, he believes, and some persons offering to discharge the goods for a much less compensation than he had agreed to pay. The undersigned has made it his business to enquire specially with regard to this matter and he feels fully justified in saying that he is fully satisfied that the whole action of Captain Meyer has been directed by a desire to best serve the interests of all concerned in the unfortunate ship and cargo.

The undersigned is not familiar with the laws and customs relating to salvage among these Islands but is of the opinion that had he been in command of the *Emmy* when wrecked, that he would have acted as Capt. M. did, whose first impulse was to save the most he could in the shortest possible time, the danger being great that from the ships exposed situation, and the violence of the sea, she might soon go to pieces, as did the U.S. Ship of

war *Thetis*, wrecked a few months since near the same place which broke up in a few hours, the officers and crew barely escaping with their lives. So far from being censurable the undersigned has no hesitation in believing that it is to the presence of mind and good seamanship of Captain Meyer in forcing his ship over the reef when he found it impossible to extricate her, that the parties concerned are indebted for what will be recovered from the wreck.

He would further state that the parties to whom Captain Meyer applied for counsel are those who stand highest in the community here, and those upon whom reliance could be placed if upon any one.

The undersigned is of opinion that as the Island of Sal was seen at midday, and a current which made a very liberal allowance for current, that the loss of the ship is to be attributed solely to the unusually strong currents of the season greatly increased by the fresh gales which for several days had prevailed.

The undersigned makes this statement without the knowledge or solicitation of Captain Meyer or any of his friends, solely because he believes it his duty to do what he can to serve a man who he is assured has done, and is doing his best to protect the important interests confided to his care, and laboring with a zeal and energy which none can excel.

(Signed) A. W. D. D. D.
Lieut. Comdg

Sir

U.S. Brig Perry
Off Porto Praya Jan'y 19th 1857

Obediently to your orders of the 13th inst. I proceeded to the State of Braye and there rendered such service to the Officers and crew and passengers of the wrecked Hamburg Ship Emmy as circumstances required.

The Surgeon of this vessel was for several days in attendance upon a sick passenger ill of the fever, who has now so far recovered as to enable me to proceed to Porto Praya.

Enclosed is a copy of a general letter I gave to Captain Braye, and which exhibits the condition of the Emmy, as well as the course of the Captain, together with incidental circumstances.

By your authority the sails of this vessel at least the landing sails, being wholly unfit for service, I have purchased from the Captain of the wrecked ship a sufficient quantity of sails to replace them.

I am Sir Very Respectfully

Your Obed^t Servant

(Signed) Andrew H. Foote

Lt Comdr

Commr Dns N Gregory
Comdg U.S. Naval Forces
Coast of Africa

Sir

U.S. Brig Perry
Porto Praya Feb'y 3rd 1857

I request that you will relieve me from the Command of this vessel and permit me to proceed to the United States in the Brig Inda.

I am constrained to make this application in justice to myself and to the Service, on the ground that when a Comdr in Chief informs the Commander of a vessel that he will on a certain contingency send some person on board to take care of his vessel, and also charges the same Commander with an Act of very great indelicacy for having gone on board his ship and inducing one of his Lieut^s to assent to becoming the Executive Officer of said Commander, that the said Commander whether justly or unjustly has imputations resting upon his personal and official character, which must materially impair his efficiency while serving under the Comdr in Chief who has cast them.

I am Sir Very Respectfully
Your Obed^t Servant

(Signed) Andrew H. Foote

Lieut, Commanding

Commr Francis N Gregory
Comdg U.S. Naval Forces
Coast of Africa

(Copy)

US Ship Portsmouth
Porto Praya Feb'y 4th 1855

Sir

Your application of yesterday has been received, and I have in the first place inform you that it is not compatible with my duty, to accede to your request, and in the next to assure you, that you are under a very great mistake in supposing that I have intended to do you any injustice, or to outrage your feeling in respect to the Circumstance you have alluded to. From the tenor of your letter it might be supposed that, without any cause, I had informed you, that I would on a certain contingency, send some person on board to take charge of your vessel, whereas it happens, that in your importunities to induce me to order Lieut. Porter to the Ferry - you stated you could not get along with your duty, and take proper care of the vessel. In reply I told you that your vessel being safely at anchor, and in no danger? you might let them all go, and I would be responsible for her? And if you could not take care of her? I would find some one that could. Observing that you were somewhat irritated by my remarks, I told you instantly that I did not mean you to infer, that you had not - or could not take care of your vessel - although under the Circumstances, and excited as you was, you had at a moment before, twice told me you could not - all this was brought about entirely by yourself - with any design or desire on my part - It is but a short time since you were ordered out of this Port, on duty which you cheerfully performed without making any of the remonstrances you have since done,
Lieut Comdr. A. A. Foote
Comdr. US Brig Perry

Although your vessel as far as I know, was in no better condition then, than she is now.

As to the matter of charging you with indelicacy, I only spoke of it as my opinion - as from my information you first asked Lieut. Porter to join your vessel - which he declined - afterwards you requested me to order another officer, particularly - which I promised to do, from a disposition to meet your wishes as far as I could - after this you again solicited Lieut. Porter, who refused to apply - but said he would go, if ordered - you then made the request of me, which I positively declined - you repeated your solicitations several times - and was as often denied - and you was also informed in a friendly manner of my reasons for refusing your request - after all this you sent for Lieut. Porter on board your vessel - and again endeavoured to get him to apply, and finally, when I supposed the matter was done with entirely, and harbouring none but the most friendly and kind feelings towards you - you again attacked me, on the Master deck of the vessel - on the subject - and by your own manner and observations, produced the misunderstanding, and difficulties of which you complain.

I cannot perceive that either, yourself or the service have been, or will be injured, so far, in this matter - and feel quite sure that neither will be if you will but do your duty, with the same zeal and ability which has hitherto distinguished you - and beg to assure you that being your Commander, I have not ceased to be your friend.

I am Very Respectfully
Yr Mo. Ob. Servt.
J. N. Gregory
Comdr. US Brig Perry

(Signed)

US Brig Perry
Porto Praya Feb'y 4th 1851

Sir

I have received your letter of this days date, in reply to my letter of application with reasons assigned, for permission to be relieved from the Command of this vessel, and to proceed to the United States.

In addressing you yesterday, it was not my object to give a statement of the circumstances leading to those reflections on your part, which were regarded as just ground for my application, but simply to state the points themselves, as I had no reason to suppose that anything new could be communicated, and if so, it might even more opportunely be introduced in the future.

I do not propose here to enter upon a minute commentary on your letter, but rather state some facts, and assign some reasons, which to my mind, have been and still are, conclusive, that in proposing to send an officer on board to take care of this vessel, and charging me with great indelicacy in endeavoring to obtain Lieut Porter's assent to come as the Executive Officer, you have done me officially and personally great injustice.

You will probably recollect on the 31st ult. time when on the quarter-deck of the Portsmouth, as I was about leaving the ship, that I remarked, without any manifestation of excitement Commodore I have just seen Mr Porter, who has assured me that I have acted not only with his assent in having applied for him, but he would have been pleased with orders to the Perry. I state this to show you, that in my wish to have him, I have not proceeded beyond his sanction and wishes, but

Comd'r Francis H Gregory
Comd'r U.S. Naval Forces
Coast of Africa

but I was in hopes that from personal considerations for me, my comfort and health, that you would have given me Mr. Porter, especially as you had three Commissioned Lieut's on board, and I had none, for the cruiser had tried my health and comfort severely, however as you have decided not to do it, and have of course the right to judge what is best in official matters, I bow to it, and have nothing further to say on the subject." To my great astonishment you then charged me with having acted very indelicately in coming on board your ship and trying to get your officers away, adding, "Mr Porter shall not go, it was your duty to have come to me, if you wanted an officer &c" I denied emphatically having acted with the least indelicacy and stated to you, that I never would in justice to an Officer, name him and request a Commodore to order him to a Brig, as my 1st Lieut without having first obtained his assent. That this was of frequent occurrence in the service in reference to Executive Officers, and quoted precedent. And that I applied for Lieut Porter (altho' application had been made for Mr Porter, under the impression that Mr Porter was not inclined to come) because I had personally known him for some time, and an Executive Officer, would thus at once be secured &c.

I'm referred to that passage in your letter "after all this you sent for Lieut Porter on board your vessel, and again endeavored to get him to apply," I remark, that I did not on that or any other occasion endeavor to get Lieut Porter to apply, on the contrary I told him uniformly, that there was no necessity for his making an application. I have in my possession a paper from Lieut Porter, not only substantiating this, but stating among other things "I said to you in this ward room I suppose you will soon be going to sea, you have nothing to detain you now," you replied

"Only the want of a Lieutenant. If any of you will
volunteer, it will be all right. I said I could not volunteer
but if the Commodore would order me I would not
complain. I afterwards told you on deck (the same evening)
that you could apply for me, and would be pleased
to go, giving you at the same time my reasons as the
advantages it would be to me in that capacity. Therefore
I made the overture, and you of course could hold any
conversation with me you thought proper without incurring
any charge of indelicacy. The evening that we arrived
here and you made your visit, I spoke to you on the
poop. I suppose you will take Brown on board of
your vessel." You replied perhaps Mr P, when I made
some objections at that time to going, and the subject was
never broached until, the evening before mentioned, at which
time I did not feel that unwillingness, and took
that occasion to let you see it. So I made the overture
on mature reflection; But I did not like to apply
for special reasons. I thought it could be accommodated
by your seeing the Commodore, as such matters
are of frequent occurrence and not informal."

With regard to your denouncing an Officer on
board who would take care of this vessel &c. I remark,
that neither on that or any occasion has there been
cause, as our uniform discipline, efficiency, and
harmony abundantly shew. Why such an imputation
should have been cast upon me, and I am not a little
surprised to find you still attributing my remarks
in relation to the wants of an Executive Officer -
not being able to take care of the vessel &c. to inability,
under any circumstances with the present number of
officers, of taking care of the vessel instead of, to the
desire and expectation of obtaining one, when an
opportunity presented; the readiness with which the

the vessel lately proceeded to sea - as well as in
protracting the cruise after having officered two frigates
would seem to show that when occasion and exigencies
of the service called for it. I have acted with a less
number of Officers than are to be found on board any
cruiser. If my infirmity was too strong, it arose
from the natural desire for some relief mental and
physical from the care and responsibility of Command
(with such limited means) upon meeting the flag ship
which had three Commissioned Lieut. on board - also from
the consideration that I looked for from one who will know
the delicate state of health with which I added the
command of this vessel - its feeble condition at Prince's
Island - the active cruising, and service of the
brig, and I may add, the disposition not to
complain or ask anything unreasonable.

In view of this subject I am constrained to
say that I cherish the same sentiments, as when we
parted on the 31st ultimo. (as on reflection you have
stated in your letter of this days date "all this was brought
about entirely by yourself, you again attacked me
on the quarter deck of this ship and by your own
manner and observations produced the misunderstanding
and difficulties of which you complain") and therefore
respectfully request, that you will either refer the
subject of my complaint to a Court of Inquiry - or that
you will forward the correspondence, with other papers
relevant to the subject, which I hope in a few days
to be able to have prepared, to the Hon^{ble} Secy of the Navy
for a decision, for altho' exceedingly regretting at my
age in the service, now for the first time to find myself
involved in difficulty - still I deem it a duty to
vindicate my personal and official character
and conduct, which I believe to have been of

of that unexceptionable kind on this, as well as on all other occasions, as will enable me to remove the imputations which you were pleased to cast upon me on the 31st ultimo, and to remain measurably in your letter of this day's date.

I am, Sir, Very Respectfully
Your^d Obedt Servt.
(Signed) Andrew A. Foote
Lieut Comdr

(Copy)
U.S. Ship Portsmouth
Porto Praya Feb 5th 1855

Sir
In my letter of yesterday, I stated to you what my information respecting your conference with Lieut. Porter were. I have had no conversation with that Officer on the subject. I did not seek information from any one. I did not know that any correspondence had taken place between Lieut. Porter, and yourself. At the time you first applied for Lieut. Porter, I had resolved upon the course to pursue, with regard to the Officering, and Cruising of your vessel - for reasons which it is not necessary to inform you of. It was not convenient for me to spare Mr Porter. And you were so informed - and I think you ought not to have importuned me on the subject afterwards. If you had at the time, made me acquainted with all the circumstances, as you have now related and explained them - there would have been no misunderstanding on the subject. For from my long acquaintance with you, you and the last man I would have charged with intentional indelicacy, in

Comdg U.S. Ship
Foote

in any matter. You seem determined to view the matter in a positive sense. Charging me with great indelicacy when I said no more than that the course pursued by you seemed to me indelicate. Which it certainly did then - but even then so entire was my confidence and good will towards you, that I gave the matter no consideration. Until your conversation elicited it, on the deck of this ship - had you in the first instance transmitted Mr. Porter's letter? I should have taken a very different conception of the matter, and should not have considered your conduct on the occasion except-
-imable or indelicate. It is unfortunate that you did not acquaint me with all the facts, when your application for Mr Porter was made. The information you have now given me, relieve you from any imputation on the subject which I hope will afford you, as much satisfaction as it does me.

As to the other matter of which you complain, I can only say - that I have never entertained any doubts of your capability to take care of your vessel. That, all the remarks I made on the subject - were but the echoes of your own observations. If yours were improper, mine must have been so too. If yours were correct mine were also.

While I agree with you in your own commendations of your services under my Command. I have to acknowledge equal obligations to the Officers of the Squadron - whose untiring zeal has so ably - and efficiently seconded my exertions to fulfil our obligations to the Country.

As it is impracticable to refer your complaints to a Court of Enquiry at this time - I will forward any correspondence you may desire, to the Hon. Secy of the Navy for his decision. for, there is nothing

nothing of which I am more desirous, than that you should have full justice done upon as your complaints or reports will be levelled against me. I shall require reasonable time to send a counter-statement, after seeing yours.

I Am Very Respectfully
Your Mo. ob. Servt
(signed) J. N. Gregory
Comdg of Squadron

US Brig Perry
Porto Praya Feb'y 5th 1857

Sir

Your letter of this instant has been received, and while I am happy to find from its perusal, that there is no cause remaining why reference should be made to the Hon. Secy of the Navy, still I must inform you that I could not have made an explanation in reference to the information which had been conveyed to you, about my sending for Lieut. Porter and urging him a second time to apply. And other circumstances bearing upon the Misinformation, upon which it seems that you form the opinion of my having acted indelicately. For I could form no means of ascertaining what information you had received, until you were pleased to communicate it; and permit me also to add, in reference to the concluding paragraph of your letter, "as your complaints will be levelled against me", that I had hoped you appreciated me too well, to have intimated or imagined that I was disposed to assail or wrong you in this, or any other matter; on the contrary no one could regret the occurrence more than I have done. and the steps taken proceeded from the impression that they were indis-

proceeding from the impression that they were indis-

I Am Sir Very Respectfully
Your Mo. ob. Servt
(signed) Andrew N. Foote
Lieut Comdg

US Ship Portsmouth
Porto Praya Feb'y 19th 1857

Sir

Having reported the US Brig Perry, as being in readiness for service. you will be pleased to proceed hence with all convenient despatch to the South Coast and resume your cruising, under the instructions and orders heretofore given you, for the protection of the Commerce of the United States, and the suppression of the slave trade - you have permission to stop a short time at Monrovia, on your way down the coast. And also, to visit the Island of St. Helena to refresh your crew during your cruise.

When your stock of provisions shall have been expended, you will return to this port for supplies and further orders.

Wishing you a successful and pleasant cruise
I Am Very Respectfully
Your Mo. ob. Servt
(signed) J. N. Gregory
Comdg of Squadron.

Lieut Comdg
A. N. Foote
Comdg US Brig Perry

US Brig Perry
West Coast of Africa
Off Ambroz April 17th 1857

Sir

Agreeably to your orders of the 19th Feb^y
I proceeded with this vessel to the South Coast of
Africa and Arrived off Ambroz from Monrovia,
after a short passage of twenty two days.

I have communicated with the British
Comm^d in Chief and several British Steamers,
from whom, I learn that no suspected American
Vessel has been on the South Coast since we left
it in Dec^r last, also, that no slaves have been
on the Coast, except a Sardinian Brig Captured
by one of our Cruisers.

The few regular trading vessels on the
Coast inform me, that they have met with no
interruption from the Portuguese Authorities
or British Cruisers.

We have spent three days at Loando
and since visited Habenda and Luango, two
notorious slave stations north of the Congo River,
and are now bound up the Coast, as far as
Elephants Bay - that the vessel may be seen
the entire extent of the Southern Coast where the
Slave trade has been prosecuted.

The Officers and Crew of this vessel
are in good health.

I am Sir
Very Respectfully
Yr O^b Serv^t
Sig^d, Andrew A. Foote
Lt Comm^d

Comm^d Francis N Gregory
Comm^d US Naval Forces
Coast of Africa

US Brig Perry
Off Ambroz
April 17th 1857

My Dear Sir

I am happy to inform you that
the Slave trade, within the past year, has
received an effectual check, if not its
death blow. Certainly there have been no
suspected vessels bearing our flag on the
Southern Coast, since the capture of the
Chatworth by this vessel 11th Sept 1856. And one
Slave vessel only has been captured, and that
a Sardinian Brig, since Jan^y.

In a letter from the British Commissioner
Sir Geo. Jackson at Loando, to Lord Palmerston,
which I was permitted to read, he says that the
present state of the Slave trade arises, from the
activity of British Cruisers - the cooperation of a
part of the American Squadron on the Southern
Coast within the year - and its capture of two or
three slaves bearing the flag of that nation, together
with the measures adopted by the Brazilian
Government, and adds, it now may be said
that the trade on this Southern Coast is confined
to a few vessels bearing the Sardinian flag -
Comm^d Farnham Comm^d in Chief of Her Maj-
esties Forces, has expressed himself equally
sanguine as to the state of the trade, and is
of opinion that the continued presence of
our vessels, in cooperation with the English
will tend to depress if not effectually break
up the traffic. The Comm^d is preparing a letter.
Commodore Joseph Smith
Chief of Bureau
Yards & Docks
Washington D.C.

a letter on this subject, in answer to one which I addressed him a few days since, a copy of which, I hope to furnish you, or its passport, if received in time to accompany this communication.

I had the impression previously to joining this Squadron, that the orders of our Government giving such little latitude to our Commanders, superadded to the difficulty of getting a Slave condemned in our Courts that had not actually slaves on board were such obstacles that the American Squadron could effect little or nothing towards the suppression of the Slave trade or even prevent the use of our flag in the traffic. But experience has entirely changed my views, and I am now quite confident that if the Commodore had a Steamer, which is here wanted more than on any other station, in which he might visit his vessels frequently, which by all means should be stationed at points on the whole extent of the Slave Coast, that we no more would hear of a Slave using the American, than we do now of his using the British flag. I do not hesitate to say that a fair trial has not yet been made, we have not had, until the arrival of this vessel, for a period of more than two years, an American man of war on this Southern Coast, the Slave trade in consequence was boldly carried on under our flag, while in most instances the British Cruisers dared not interfere with these vessels, in consequence of our doctrine of visit and right of search. At this juncture Comm^r Wadshaw, the British Comm^r in Chief, to whom the cause of humanity owes so much, made a special visit to Comm^r Gregory on his arrival

arrival at Porto Praya to take command of the Squadron, and proposed that a part of our Squadron should proceed to this Coast to cooperate with British Cruisers, the results in suppressing the Slave trade, and protecting our legal Commerce have been witnessed.

I have suggested a plan which is practicable, and the only one in my opinion by which the Slave trade can be suppressed. The present expenditure will do it, altho' eight vessels carrying but 80 guns would be far preferable to the present number. Coal at Loando can be furnished for us as cheaply as it is to the British Steamers for 10s, the sailing vessels might be stationed within a certain number of miles of each other, and provisioned by the Steamer or Storeship, each vessel to be relieved once a year to run in to the trade on Madeira. This experience proves that her stay should three be short, as the sick list in all cases has been more increased than diminished by the visit. The English have adopted this plan and many of them remain two full years without leaving the Coast, and notwithstanding their boats cruising most of the time, they enjoy as good health on this as on any other station, and this vessel the "Perry" having had no death, or scarcely an acute disease on board, proves that constant service on the Coast of Africa, with temperance and good discipline will ensure health. It is a well digested system of cruising which is wanted in this Squadron, and without which the Slave trade especially that under cover of our flag will soon be as ripe as ever.

I have not seen Mr. Webster's report on the African slave trade, but have read Mr. Clay's remarks in relation to the subject and seen other views expressed of the inefficiency of squadrons to suppress the trade - the great mortality in our Cruisers is all of which is a great mistake. If Colonization (which I sincerely hope it may) be encouraged by Government as a means of stopping the slave trade (this the proposed line of steamers I regard as visionary) Men of war Cruisers are essential to their preservation and protection for many years to come, else, the slave traders and natives banded together, would exterminate Colonists as fast as they could be planted, withdraw the Squadron, and our colonies - the trade in Ivory, gum, Copper, palm oil &c soon in process of development, would soon be broken up, and the entire coast handed over to the tender mercies of Piratical Slaves.

There has been a difficulty heretofore in Officering this Squadron and even when the vessel reaches this station with her full complement almost every expedient is resorted to for the purpose of returning to the United States, The Surgeon is not infrequently importuned to grant a sick ticket contrary to his better judgment, this speaks ill for the "esprit du corps" of the Service, all Officers should from a sense of duty be willing to perform their portion of service here, if not the Department holds in its hands the corrective by furloughing those who are not prepared to obey all orders for service, as well as those who leave their vessels and return home from foreign stations.

I am Very Respectfully
and Truly Yours
Sg^t Andrew A. Foot St. Comdg

U.S. Brig Perry
at Zaida April 17th 1851

Sir

Having addressed the enclosed letter to Commr. Fanshawe C.D. Commr. in chief of U.S. Forces on the South Coast of Africa, I have the honor to transmit it with a copy of his letter in reply.

I have the honor to be
Very Respectfully, Sir,
Yr Ob^d Serv^t

Sign^d, Andrew A. Foot
Lt. Comdg

Hon^{ble} William A. Graham
Secretary of the Navy
Washington
D.C.

U.S. Brig Perry
off Amburg
West Coast of Africa, April 17th 1851

Sir

Will you do me the favor to inform me whether any suspected vessels bearing the American flag, have been seen on the South Coast, by the Cruisers under your Command, since the capture of the American Brigantine Chatham by this vessel on the 10th Sep. 1850.

Will you also favor me with your views as to the present state of the slave trade on this coast.

I have the honor to be, Sir
Very Respectfully
Yr Ob^d Serv^t
Commr. Arthur Fanshawe C.D.
Commr. in Chief of U.S. Forces
U.S. Naval Forces
Coast of Africa
Sign^d, Andrew A. Foot
Lt. Comdg

(Copy.)

Her Britannic Majesty's Ship,
"Centaur" at Loanda,
17th April 1857

Sir

In reply to your letter of the 1st instant requesting me to inform you whether any suspected vessels bearing the American flag have been seen on the South Coast by Her Britannic Majesty's Cruisers under my orders, since the seizure of the Chatterbox by the Perry in September 1850, and to favour you with my views as to the present state of the Slave trade on this Coast.

I beg to acquaint you, that the only report I have received of a suspected vessel, under American colors having been seen on the South Coast since the date you have named, was from Her Majesty's Steam Sloop "Hatter", of a schooner-riding American color having approached the Coast near Old Benguela Head, and which vessel, when Commander Cumming landed subsequently, was reported to him by the people on shore, to have shipped slaves near that place.

Your inquiry applies only to the South Coast, but it will not be irrelevant to the general subject and object for which we are cooperating, if I add that the schooner "Bridgeton" of Philadelphia, under the American flag, was visited by Her Majesty's Steam Sloop "Prometheus" off Lagos, on the 22nd August, under circumstances causing much suspicion, but with papers which did not warrant her seizure by a British Cruiser; and that I have since received information

Lieutenant Andrew H. Foote,
Commanding
The United States Brig "Perry"

information from Her Britannic Majesty's Consul at Bahia, that the same vessel landed 300 slaves there in October.

I also take this opportunity of bringing under your notice another American vessel, which I observed at Sierra Leone under the American flag, and which was reported to me by the Authorities there, as being to all appearance a legal trader, with correct papers, but whose real character and ultimate object I have since had much reason to doubt.

I enclose you a copy of the formal entry of this vessel, the "Jasper", at the Port of Sierra Leone, from which you will observe that her cargo was shipped at the Massinah, and that in the Manifest are shoes and heads for water casks - and that she had on board 3 passengers. These passengers were Spaniards. The "Jasper" stayed a short time at Sierra Leone, disposed of some trifles of her cargo for cash, and left for Monrovia on proceeding a few days afterwards in the "Centaur" to that place. I found she had disposed of more of her cargo there, also for cash; and was reported to have proceeded to the Leeward Coast, and I learnt from the best Authority, that of the passengers one was recognised as being a Spanish Slave Dealer who had been expelled from Trade Town in 1849, by President Roberts; and that the others were a Spanish Merchant Captain and Supercargo, and that the American Captain had spoken of his position as being very indefinite.

On the 2^d subject my view of the present state of the slave trade on the South Coast, it is formed on my own observation of the line of Coast from Cape St. Paul to this Port, and from the reports I have received

received from the Captains of the Divisions and the Commanders of Cruisers under my orders, as well as from other well informed persons on whom I can rely, that it has never been in a more depressed state - a state almost amounting to suppression - and that this arises from the active exertions of Her Majesty's Squadron, on both sides of the Atlantic - and the cordial co-operation which has been established between the Cruisers of Great Britain and the United States on this Coast, to carry out the intention of the Treaty of Washington - and latterly from the new measures of the Brazilian Government.

Factories have been broken up at Lagos, in the Congo and at Ambriz - at Loanda, tho' of it, I need hardly speak, because your own observation during the past year, must satisfy you of the present state of depression there.

The commencement of last year was marked by an unusual number of captures by Her Majesty's Cruisers both in the Rights and on the South Coast - and also by those by the Cruisers of the United States - this year the capture of only one vessel equipped in the Rights, and one with slaves (a transferred Sardinian) on the South Coast have been reported to me - a striking proof of my view.

The desperate measures also adopted by the slave dealers in the last few months to get rid of their slaves by the employment of small vessels formerly engaged in the legal and coasting trade, as marked by the capture of the

"Vinte Cinco de Setembro" with slaves, by the "Flying Fish"

"Neiga" with slaves, by "Cyclops" -

"Rivale" (built at the Pande) run on shore to escape capture by the "Sealark" being fully equipped,

"Oriente" escaped with slaves, but captured on coast of Brazil.

Prove the difficulty to which they have been driven.

The barracks however along the whole line of coast are still reported to me to contain a great number of slaves, to ship whom, I have little doubt further attempts will be made.

Most satisfactory on the whole, as this state of things may be considered - still, I hope it will not lead to any immediate relaxation of either our efforts or our co-operation, but that a vigilance will be observed for a time sufficient to enable a legal trade to replace the uprooted slave traffic, and disperse the machinery (I may say) of the merchants connected with it, and prevent any resumption of it by them.

I have the honor to be
Sir

Your most obedient
humble servant

(Signed) Arthur Faneham
Commodore and
Commander-in-Chief

U.S. Brig Perry
Landa
May 7th 1857

Sir

On my first arrival with the U.S. Brig Perry to this South Coast of Africa; more than a year since, you kindly furnished me by request with a list of Vessels bearing the American flag, which had the year previously visited this Port, and several of which vessels were subsequently transferred and shipped cargoes of slaves for the Brazils.

Your judicial position and long residence here, enable you to form a reliable opinion on the past and present state of the slave trade, together with the measures respectively adopted for its suppression.

Will you therefore favor me with your views on the subject.

I have the honor to be
Very Respectfully Sir
Yr. ob. Servt
Signed Andrew H. Foote
Lieut. Comdg

Sir George Jackson K. C. S.
H. M. Commissioner
Under the Treaty with Portugal
For the Suppression of the Slave Trade

Copy,
Landa,
10th May 1857

Sir

I have the honor to acknowledge the receipt of your letter of the 7th instant, in which, referring to my official position and long residence here, you request my opinion on the past and present state of the slave trade, and of the measures respectively adopted for its suppression.

From the time I left your magnificent and interesting country, I have been mostly engaged, as H. M. Commissioner in the mixed Courts at Sierra Leone, Rio de Janeiro and - for the last 5 years nearly - at this place; but in all that long period, the present is the first occasion where I could have answered your inquiry with any satisfaction. - When you did me the honor of calling upon me on your first arrival here in March 1850, I welcomed you with those feelings of pleasure, which the recollection of kindnesses received in your country will ever excite in my breast at the sight of an American, but I was far from anticipating those benefits, in a public point of view, to the cause in which we both take so deep an interest which, I am happy to say, have resulted from your appearance and that of other vessels of the U.S. Navy on this

Andrew H. Foote Esq
Lieutenant Commanding
U.S. Navy

the coast which shortly followed you. - During the 4 years preceding your arrival, I did not see and scarcely heard of one single American Officer on this station. - The "Marion" and the "Rover" did indeed, if I recollect right, anchor once or twice in this harbor, but they made no stay in these parts; what was the consequence?

The Treaty of Washington proved almost a dead letter, as regarded one of the contracting parties, and the abuse of the American flag became too notorious in prosecuting and abetting the slave trade to make it necessary for me to refer further to it, more particularly in addressing one who himself witnessed that abuse when at its height.

The zeal and activity displayed by yourself and Brother Officers, and the seizures which were the result of them, at once changed the face of things. - The actual loss which the traffic has sustained, and still more the dread of those further losses which they anticipated on seeing the U.S. Squadron prepared to confront them at those very haunts which they had been accustomed to repair to with impunity, and determined to vindicate the honor of their insulted flag which they had too long been allowed to prostitute, struck terror into those miscreants on both sides of the Atlantic. And from the date of those very opportune captures not a vessel illicitly assuming American colors has been seen on the coast, and, as it

it was upon the abuse of that flag, aided by the facility which the system of granting sea letters afforded, that the slave traffic had mainly relied for the prosecution of their nefarious traffic, the suppression of that abuse by the joint exertions of Her Majesty's Squadron with that of the United States has given a blow to the slave trade which - combined with the change of policy on that subject on the part of the Brazilian Government will, I hope and believe, go far, if not to extinguish it altogether, at least very materially to circumscribe and paralyze its operations.

The effect of what I have above stated has, as you know for some time past - shews itself very sensibly at this place. - Money is exceedingly scarce - slaves hardly find purchasers. -

Failures of men who have hitherto figured as among the chief merchants of this city have already occurred, and others are anticipated, and a general want of confidence prevails.

We must not, however, allow ourselves to be deceived either by our own too sanguine expectations, or the interested representations of others. The enemy is only defeated - not subdued - on the slightest relaxation on our part, he would rally, and the work would have to be commenced de novo; nor, I should say from my knowledge of the Brazils must we reckon too confidently on the continuance of the measures which the Imperial Government appears now to be adopting. - giving the present Administration every credit for sincerity and good intentions, we must not

Short

Shut our eyes to the proofs which have hitherto been so frequent and so overwhelming of the power of the Slave Trade interest in that Country, - we must act as if we still wanted the advantage of Her Cooperation, and in this view it is that I cannot too forcibly insist on the absolute necessity of the continuance of our moral exertions, which, so far from being diminished, ought, as far as possible - I conceive to be still further increased, till this hideous hydra shall be finally and for ever destroyed.

Then, when its last head shall be cut off, Colonization, which till then, like other plans, can only be regarded as auxiliary to the great work, may step in and prosper; and Commerce, dipping her wings in the gall of the slain Monster, shall rise triumphant.

It would not be becoming in me in addressing an American Citizen, to do more than testify to the mischiefs occasioned by the system I have already alluded to of granting sea letters, but I should hope that upon due investigation, it would be found very practicable to deny such letters to vessels sailing to the Coast of Africa, without at all interfering with the interest or freedom of licit trade.

I have thus, my dear Sir, very imperfectly, I fear, complied with your request purposely abstaining from a detailed recapitulation of those occurrences which, if they took place in these parts, you have yourself been an eye witness to, or with which,

if

if they happened in a more remote quarter, you have had opportunities of being made acquainted from better sources than I can command.

I cannot however quit this subject without indulging in a feeling of gratification if not of exultation, at the singular coincidence or rather, I should say contrast between my present employment and that which occupied me for 14 years in the U. States. -

I was then - associated with your distinguished Countryman Langdon Cheves - engaged in appraising the value of human beings like ourselves regarded as mere goods and chattels. I have been since that time chiefly occupied in restoring that same unhappy class to freedom and to their natural rights, and in giving effect, to that increasing and disinterested perseverance in this righteous cause on the part of my Government and Country which will form one of the brightest pages in its history. - Glad am I to think that the U. States are disposed to join heart and hand with Great Britain in so blessed an undertaking; And oh that I could hear my co-adjutant and much respected colleague sympathize with me in this feeling, and know that his powerful voice and energies were exerted in the same cause.

I have the honor to sign myself
Very Respectfully
And with all truth,
My dear Sir,
Yr. ob. Friend & Servant
Geo. Dawson

Copy

US Brig Perry
Loanda May 18-1857

Sir

Having been stationed on the South Coast, with the US Brig Perry, since joining the African Squadron with the exception of once proceeding to Porto Praya to replenish our provisions, and considering that information on the past and present state of our Commerce, and the use of our flag in the Slave trade, may be desirable to a Commander who is about to enter upon his duties here, I enclose herewith a packet giving all desirable information in point up to the period of our sailing for Porto Praya on the 1st Dec, 1850, which packet was also left here at the departure of the Perry at the above date.

During this present cruise, I find that the slave trade is languishing, in fact almost suspended, and its merchants mostly have become bankrupt, certainly our flag has not for several months at all been used in the traffic, and it is not only my own, but the impression of others, and even those who are interested in the prosperity of the trade, that so long as we have a force here, our flag will not be used in the traffic.

Our cooperation with the British Cruizer is cordial and harmonious - nothing having occurred to interrupt it during the present cruise.

To the Commander of
Any vessel
South Coast of Africa

I have closely examined all parts of the coast from Loango north, to Elephant Bay south, boarding all vessels made at sea.

The head of the American House here, informs me that the presence of our men of war, have had a salutary effect upon his interests, formerly there were many vexatious detentions in the clearance of vessels, prohibition of visiting vessels &c which are now removed; Having no Consul or any public functionary on this coast, he says that the interests of the House are liable to be jeopardized on frivolous protests, in case a man of war is known to be withdrawn for any length of time.

Having protracted the cruise as far as our stock of provisions will admit - reserving a sufficient quantity to reach Porto Praya, I purpose sailing for that Port on the 20th instant, visiting St Helena, en route, by permission of the Commodore, to refresh the crew with liberty.

I enclose a copy of notes on the passages made severally in the John Adams, Marion, and this vessel, to, and on, this coast, by Lieutenant Porter, which so fully accord with my own observations, and experience, that I furnish them with the hope that they may prove available.

I am Very Respectfully
Yr Obedt Servt
(Signed) Andrew M. Foote
Lieut. Comdr

U.S. Brig Perry
Porto Grande
St Vincent

29th Sept 1857

Sir

I have the honor to request that you will inform me what agency Her B.M. Consul has had in reference to the contents of a letter addressed to you by the Governor-General of the Cape de Verde Islands directing a search to be made of the American Brigantine "Louisa Beaton" on suspicion of her being engaged in the slave trade.

I have the honor to be
Sir, Very Respectfully
Yours Ob^d Serv^t
Signed, Andrew N. Fook
Lieut Comdg

To the
Hon^{ble} Collector
Porto Grande
St Vincent

Custom House
St Vincent

Sir

I have had the honor to receive your letter dated to day, and upon the contents, I am to say, to you, Sir, that His Excellency, The Governor-General of this Province, has not ordered any survey, or visit on board the American Brig "Louisa Beaton" but only ordered me, to inform him what was true in regard to the aforesaid Brig, which layed in this Harbour, on the 19th May last & that she was suspected to be employed in the slave trade, on account of a Representation directed to His Excellency, by the Consul of St. L^o Majesty for these Islands, in which the said Consul says that he believes the said Brig had on board - Irons, Pots, & all other utensils, & preparations necessary for the slave trade, & also that he knew of a load of slaves, being already bargained for, for the said vessel.

I am Sir, With, the most
Respect
Yours Ob^d Serv^t
Signed Antonio A. Seg^r Thomson

To
Andrew N. Fook Esq^r
Lt Comdg U.S. Brig "Perry"

Porto Grande St Vincent
29th September 1857

US Brig Frany
Porto Grande
St Vincent
29th Sept 1857

Sir

I am credibly informed that during the month of May you denounced the American Brigantine "Louisa Beaton" to the Governor-General of these Islands on suspicion of her being engaged in the Slave Trade.

I respectfully request that you will inform me by what Authority you made the denunciation, also, the grounds upon which your suspicions of the illegal Character of the vessel were founded.

I have the honor to be
Sir, Very Respectfully
Your Obedt Servt
(Signed) Andrew H Fook
Lieut Commr

Jno. Rendall Esq.
N B M Consul
St Vincent

British Consulate
Porto Grande
St Vincent
29th Sept 1857

Sir

I have the honor to acknowledge receipt of your letter of this days date, asking me upon what Authority I had my suspicions respecting the "Louisa Beaton", in reply, I beg to state, that it was upon the very best that could be given, but I regret, it is not in my power to give up my Authority - the Character however and former proceedings of this vessel, is I think quite sufficient to refer you that her proceedings were even then strongly suspected.

I have the honor to be
Sir, Your very Obedt Servt
(Signed) Jno. Rendall
N B M Consul

Andrew H Fook Esq
Lt Commanding
US Brig Frany
Porto Grande

U.S. Brig Navy
Porto Grande St Vincent
29th Sept 1857.

Sir

I have received your letter of this instant, in reply to my letter of this days date asking by what Authority you denounced the American Brigantine "Louisa Beaton" to the Governor General of these Islands, also the grounds upon which your suspicions of the illegal character of that vessel were founded.

I regret that you do not feel at liberty to disclose the Authority upon which you acted in denouncing the American Brigantine "Louisa Beaton" for it was with the hope that you would in a measure be able to relieve yourself of an act of interference in a matter in which you had no concern that chiefly induced me to address you upon the occasion, as however you fail to assign any reason for this act of interference with a vessel belonging to my Government, it becomes my duty to apprise you that the Government of the United States will not permit an Officer of any other Government to interfere officially or otherwise with any vessel entitled to bear their flag. And I have

Jno. Rendall Esq
U.S. Consul
St Vincent

have to suggest to you that hereafter should you have cause to suspect any such vessel sailing in violation of a Municipal law of the United States, you will content yourself by giving information of the fact to some officer or agent of the Government of the United States, such Officer will at all times be found near your residence.

I might here with propriety dismiss this subject, but justice to the owners of the "Louisa Beaton" requires me further to state that your information, be it from what quarter it may, of the "Louisa Beaton" being engaged in the slave trade is not entitled to any credit, and in reference to "the character and former proceedings of this vessel" I inform you that the Hon^{ble} Capt. Hastings Com^{dr} of the Southern Division of the British Squadron directed me in September 1850. the act of boarding and detaining the said Brigantine "Louisa Beaton" by another British Cruiser, and also proposed a pecuniary remuneration for the satisfaction of the Master of the said Vessel, in reference to which, I declined any Agency deeming it my duty to report the matter, which was accordingly done to the Government of the United States - and farther in the month of June 1851 I examined the said "Louisa Beaton" at the Island of St Helena, and now inform you that she was a legal trader at

at the date of Your Communication
affecting her Character to the Governor
General of these Islands.

I have the honor to be
Sir Your ~~ob~~ ^{ob} servt
Signed Andrew W. Fook
Lieut Comdr

British Consulate
St Vincent 30 Sept 1857

Sir

I have received your letter of
yesterdays date, in answer to mine of the
same.

You will permit me to say, that I
cannot acknowledge your right to question
my conduct in the slightest degree, and that
when I gave a reply to your first letter, it
was a mere act of courtesy upon my part.

The language, and bearing that you
have evinced in your last ^{letter}, compels me to
inform you, that I decline any further
correspondence, but to remark, that I shall
continue the course I have heretofore pursued
in denouncing all slave vessels that may
come in my way. And that I shall not
fail to lay a copy of this correspondence
before my government.

I Remain Sir
Yr ^{ob} ~~ob~~ servt
Signed, Jno. Rendall
H. B. M. Consul

To
Lieut Fook, U.S. Navy
Commanding the Brig
of the United States "Demij"
Porto Grande

U.S. Brig Perry
Porto Praya
Oct 1.st 1857.

Sir

On my arrival with this vessel at Porto Grande Island of St Vincent, on the 28th ultimo, I was informed that H.B. M. Consul, had during the month of May denounced the American Brigantine Louisa Beaton to the Governor-General of these Islands, for being engaged in the Slave trade.

Under these circumstances, and especially as I have three times during the Cruise fallen in with, examined, and become familiar with the Character of the Louisa Beaton, and have had on two different occasions, a correspondence with the British Comd^g of the Southern African Forces, in relation to the said vessel, I deemed it my duty to ascertain what action H.B. M. Consul had taken in the case.

Accordingly I proceeded with our vice Consul to the Collectors office, and asked for all information, relevant to the denunciation of the Louisa Beaton by the British Consul, in his proceedings. Whereupon the Collector read me a communication from the Governor-General of these Islands, from which it was evident that the said vessel had

Comd^g The A. S. Lazaretto
Comd^g U.S. Naval Forces
Coast of Africa

had been denounced by the British Consul, I then requested a copy of the Governor-General's letter, which being declined by the Collector, I complained of his not informing our vice Consul of the action of the British Consul and informed him that our relations were such as ought to have led him promptly to communicate any action or information given by a foreign officer, bearing upon American vessels or American interests. The Collector remarked that the British Consul had not addressed him officially, but had spoken to him privately on the subject. And as I had requested information, that he would now communicate substantially the contents of the Governor-General's letter, in case I would address him to that effect, which was accordingly done as may be seen in letters No. 1. and No. 2. of the Annexed Correspondence.

After sending my letter of request to the Collector, and a few minutes before receiving his reply, The British Mail Steam Packet arrived with Mr. Ford, the American Minister on board on his return from Brazil to the United States. I submitted the matter of the British Consuls interference with this American vessel to the Minister, when he approved of the incipient steps taken and advised me by all means to address letters No. 3. and No. 5. to the Consul - remarking that it was a case of unwarrantable interference on the part of a foreign officer, which on our part demanded prompt notice.

I am Very Respectfully
Sir, Your O^bd Serv^t

Sign^d Andrew H. Fort
Lieut Comd^g

U.S. Brig Perry
Porto Praya.

Oct 1st 1857.

Sir

Agreeably to your orders of 20th May,
I proceeded with this vessel on the 10th July,
towards the Island of Madeira. And arrived
at that Port on the 7th August, and sailed thence
for Porto Praya 20th ultimo, but in consequence
of thick weather and a strong wind from the
South & East. When near these Islands I deemed
it advisable to make for the harbour of
Porto Grande, where I arrived on the 28th ult.,
and after remaining two days proceeded to
this place.

I am Sir,
Very Respectfully
Yours Obedt Servt
Signed, Amos H. Foot
Lieut Comdg

Comm^o Elie A. F. Lavallée
Comdg, U.S. Naval Forces
Coast of Africa

U.S. Brig Perry
Porto Praya

Oct 17th 1857.

Sir

On the 13th instant, a Brigantine arrived
in this Port under Brazilian Colors. Before
she anchored I sent a boat with orders to pull
near the vessel, and ascertain where she was
from and what news she had to communicate.
The officer reported her as belonging to Rio de
Janeiro, and last from Trinidad de Cuba, with
sand ballast. Soon after the vessel had anchored,
the Custom house boat was seen pulling towards
her to pay the usual visit, but without boarding
the Brigantine, the Health officer called on me,
stating that the said Brigantine had the small
pox on board, and that he had placed her in
quarantine, he then requested me, from the author-
ities of the place, not to permit her to leave the
harbour until she had paid her bills for the
water & provisions which were to be furnished her.
During it rather my duty in the first place
to ascertain the real character of the vessel, I
communicated my doubts of her having the small
pox on board - intimating that it was probably
a ruse to avoid an examination, as I strongly
suspected from her manoeuvres, number of men on
deck, general appearance &c. That she was a slave,
and suggested that he should drop under her bows
sake

Comm^o Elie A. F. Lavallée
Comdg, U.S. Naval Forces
Coast of Africa.

take her papers and critically examine them, which might give a clue to her real character. This was done, and the papers being found too informal to entitle her to the protection of any state or nation, she was boarded by the Governor & Collector, who finding no small port on board, requested me to furnish a number of men to assist in making a thorough search of the vessel. I then boarded the Brigantine in person. Communicated with the Governor & Collector, and subsequently placed a number of men, in charge of Lieut Porter, to assist in the search. Under the direction of the Collector, and after completing the search, at the request of the Collector, I directed Lieut Porter to take the vessel to the inner harbour and unbind her sails.

I am Sir

Very Respectfully
Your obt^d Serv^t

(Signed) Andrew H. Foote
Lieut Comd'g

US Brig Juny
Porto Grande
St Vincent
Oct 22. 1857.

Sir

Under the impression that the British Consul has forwarded to his Government the correspondence had with me in relation to the American Brigantine Louisa Beaton and that our Government might want a copy at an earlier date than otherwise could be furnished, I transmit this day a copy of said correspondence together with the enclosed letter, to the Hon^{ble} Secretary of the Navy.

I am Sir

Very Respectfully

Your obt^d Serv^t

(Signed) Andrew H. Foote
Lieut Comd'g

Comd'g Lieut A. F. Savallet
Comd'g US Naval Forces
Coast of Africa

U.S. Brig Perry
Porto Grande
St. Vincent

Oct 22^d 1857.

Sir

Commodore Lavalley not having
arrived from the Coast of Africa, I avail
myself of this opportunity to transmit to the
Department a correspondence with H. B. H.
Consul and others, in relation to the American
Brigantine Louisa Beaton.

I have the honor to be
Very Respectfully, Sir
Your obt^d Serv^t
Signed, Andrew Mc Cook
Lieut Comdr

Hon^{ble} Wm A. Graham
Secretary of the Navy
Washington
D.C.

U.S. Flag Ship "Serrano"
Porto Praya
Nov 15th 1857.

Sir

I am instructed by the Honorable
the Secretary of the Navy to direct that you
will return to the States, with the U.S. Brig
"Perry" under your Command, entering the
Harbour of New York, - You will therefore
proceed in the execution of the order.

On taking leave of you, I will express
my entire approbation of the able manner in
which you have performed your duties, on
this Station.

Wishing you a pleasant passage
and happy meeting with your family and
friends.

I am Respectfully
(Signed) C. A. F. Lavallette
Commander in Chief
African Squadron

Lieut. Commanding
Andrew W. Fook
Commanding
U.S. Brig "Perry"

Navy Department
Dec: 26th 1857

Sir,

Yours of the 22nd instant, reporting
the arrival of the U. S. Brig "Perry" under
your Command, at the Port of New York,
has been received.

The Department tender
its congratulations upon your safe return
to your country and friends, after an
active cruise on the coast of Africa, during
which, your course has met the approbation
of the Department.

I am Sir, Respectfully
Your Obedt. Servt.
(Signed) Will. A. Graham

Lieut. A. W. Fook
Comdg. U. S. Brig
"Perry"
New York

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Navy Yard, Norfolk
Pitman, 16th 1856.

Sir,

Agreeably to your order of the 12th instant, we have carefully examined the U. S. Ship "Portsmouth" with a view to ascertain her ability to carry at nine inch shell gun, pivoted on the Forecastle; and sixteen eight inch shell guns of 63 cwt., or if not, of 55 cwt. on Battery.

We are of opinion that the nine inch pivot gun, on view of the large pivot gun carried by even small foreign steamers, is essential to the efficiency of the vessel; and would recommend that it be mounted, provided the Bureau will direct the necessary alteration by building a New Fore Mast. Forecastle suitable to the purpose, which, with making the pivot carriage, will require, under ordinary circumstances, according to the opinion of the Constructor, not less than sixty working days.

Should the pivot gun be placed on the Forecastle, we then recommend that fourteen 63 cwt. be mounted on Battery - as the ship will possess (after being stationed before the Spar deck) the requisite deck room, strength and stability for the purpose. If the pivot gun be not adopted we would recommend in addition to the fourteen 63 cwt. shell guns, as already proposed, that there be four thirty two pdr. - 42 cwt. guns, mounted in the ports directly forward and abaft the shell guns, - these being proposed as there is not room to work either a 63 cwt., or even 55 cwt., in the ports specified.

2
The latter proposition, if adopted, will require
three weeks time from the date of the order
for the purpose of making the carriages
for the new battery.

Very respectfully
Your obt. servt.
(Signed) { Thos. A. Dornin Capt.
A. H. Foote Comm.
R. L. Page Comm.

To - Commodore J. McKeeon
Comdg. Navy Yard
Norfolk,
Va.

3
New Haven,
March 16th 1856.

(2)

Sir.

I respectfully request that Richard M.
Clarke and William Clark, the former an
ordinary seaman and the latter a landsman,
now aboard the Receiving Ship "North Carolina"
at the New York Navy Yard, may be transferred
to the U. S. Sloop of War "Portsmouth" at Norfolk.
This request is made with a view of rating these
men as Yeoman and Master at Arms, of the
"Portsmouth."

I have the honor to be
Very respectfully
Your obt. servt.
(Signed) Andrew D. Foote
Comm.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

Reported

April 10th 1856(Signed-) A. H. Foote
Commanding Officer

New Haven

March 22^d 1856.

Sir,

You are here by appointed Captain & clerk of the U. S. Sloop-of-war "Portsmouth"; and you will proceed to Norfolk Va., by or before the 12th of April next and report yourself for duty.

I am respectfully

Your obt. servt.

(Signed-) Andrew D. Foote
Comm^d

Mr. George B. Bacon

New Haven

Comm.

New Haven

March 25th 1856.

Sir,

In reply to your letter authorizing three Masters mates to be rated on the books of the Sloop "Portsmouth", I have the honor to request that the following named persons, viz: Peter McKeon who is a Seaman and can teach the Broad Brord exercise: John G. Stewart, Seaman; and George H. Hebert, Seaman, may be shipped at the New York Rendezvous and ordered to Norfolk, respectively to perform the duties of Master's mates in the U. S. Sloop-of-war "Portsmouth". These persons are believed to be Seamen of good character, and in all respects fully competent to perform the duties of their proposed grade.

I have the honor to be

Very respectfully

Your obt. servt.

(Signed-) Andrew D. Foote
Comm^d

Hon. Jas. C. Dobbin

Secretary of the Navy
Washington.
D. C.

(3)

New Haven,
March 25th 1856.

Sir,

During the cruise of the "Portsmouth" abundant opportunities are likely to occur to make collections in Natural History. The Surgeon of the Ship, Dr. Anderson, will collect specimens for the Academy of Natural Sciences in Philadelphia and perhaps also for Yale College. It is desirable, therefore, that a copy of Professor Dana's "Report on Ornithology" - (Exploring Expedition under Capt. Miikes,) - should be on the vessel. The expense of the volumes with Atlas, as I have just been informed by Prof. Dana of Yale College - the author, is sixty dollars. As it is a work prepared by a member of the scientific corps of the late U. S. Exploring Expedition, - and believing myself, in common with two or three scientific gentlemen here, that it will meet the views of the Government to encourage officers to contribute, when abroad, to the cause of science, I respectfully request that it may be purchased for the use of the "Portsmouth" during her approaching cruise.

I have the honor to be

Very respectfully

Yours obt. servt.

(Signed -) Andrew A. Foote
Comm^d

Hon. James C. Dobbin
Secretary of the Navy
Washington,
D. C.

(4)

New Haven
March 31st 1856.

Sir,

In consequence of an attack of scarletina, I shall be unable, as the enclosed certificate from my attending physician shows, to report myself to Commodore McKee for the command of the Sloop "Portsmouth" till the 6th proximo.

I am very respectfully

Yours obt. servt.

(Signed -) Andrew A. Foote
Comm^d

Hon. Jas. C. Dobbin
Secretary of the Navy
Washington
D. C.

(5)

New Haven
March 31st 1856.

Sir.

Your letter of the 28th instant, stating that "the Commandant at New York, has been directed to enlist the men named and transfer them, with the Mrs Clarks, to Norfolk," has been received.

I have also, (this instant,) received your letter of the 27th instant - declining for reasons assigned, to purchase a copy of Dana's "Report on Onustacea" for the use of the Sloop "Portsmouth" on her coming cruises. Believing this work to be desirable, Dr. Anderson, Prof. Dana and myself, had, previously to my application to the Department, made arrangements to furnish a copy, but as the object was to obtain specimens solely for Public Institutions, I believed it to be proper to make the application to the Department which I did make on the 25th instant, for the work. - This explanation is made to show that, Dr. Anderson who suggested the purchase of the two volumes and Atlas, composing the Report (sold by Putnam, New York, at sixty dollars per copy,) and who is perhaps the most interested, had no agency whatever in applying to the Government for it; in fact was not aware of the subject being now referred to the Department, until after my application was forwarded.

I have the honor to be

Very respectfully

Yours obt. servt.

(Signed) Andrew H. Foote
Comdr.

Hon. James C. Dobbin
Secretary of the Navy. - Washington.

(6)

Navy Yard,
Norfolk, April 7th 1856.

Sir.

I have this day reported to Commander Poor, Acting Commandant of the Yard, for the command of the U. S. Sloop-of-war "Portsmouth".

I have the honor to be

Very respectfully

Yours obt. servt.

(Signed) Andrew H. Foote
Comdr.

Hon. James C. Dobbin
Secretary of the Navy
Washington
D. C.

(7)

U. S. Ship "Portsmouth"
Norfolk, April 11th 1856.

Captain Duncan N. Ingraham.

Sir.

I respectfully request that the Shrapnel and Shells for Boat Howitzer of this Ship, may be fitted with the new fuge similar to those issued for the new screw frigates.

I am very respectfully

Yours obt. servt.

(Signed) Andrew H. Foote
Comdr.

Capt. Duncan N. Ingraham
Chf. of Bureau of Ordnance and Hydrography
Washington
D. C.

(8)

New Haven
March 16th 1856.

Sir,

Having received orders to command the Sloop "Portsmouth", I ask leave to state, that by the tables of allowance, that ship is allowed and compelled by the Bureau of Construction and Equipment, (unless by your direction to a modification of the rule) to carry two bower and three sheet anchors; with four chain and one hemp cables; together with a chain steam cable and anchor.

Of the necessity for all these cables and anchors for such a ship, especially when bound to a station where there are anchors in depot, an honest difference of opinion among officers may exist. - Although entertaining a high respect for the opinion of the members who composed the Board that drew up those tables, I respectfully submit my own views and ask, upon my responsibility permission that the hemp sheet cable and one sheet anchor may be dispensed with; and that a hemp steam cable may be substituted for the hemp sheet. - It is believed that such an arrangement will in no wise impair the efficiency of the ship, but on the contrary, that it will develop her good qualities, and afford more room which will be wanted for the additional number of shells required for an exclusively shell battery; as well as in giving space for the convenient stowage of stores

in a cruiser where great distances are run and long passages made.

I have the honor to be

Very respectfully

Your obt. servant,
(Signed -) Andrew W. Foote
Commd^r

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

Navy Yard,
Norfolk, April 16th 1856.

(9)

Sir,

I respectfully request that an iron frame may be made in the Yard for the Fore and Main Masts of the Sloop-of-war "Portsmouth," in order to protect the berth deck and give ventilation when it rains, - by having an awning or canvass cover spread over this frame.

I am very respectfully

Your obt. servt.

(Signed -) Andrew W. Foote,
Commd^r

John Sewthall Esq.
Chf. of Bureau of Equipment Constr. and Rep:
Washington,
D. C.

(10)

Navy Yard

Norfolk, April 16th 1856

My dear sir.

Agreeably to our understanding in Washington, I directed the Master of the "Portsmouth" to verify the rate of the Pouchet's chronometer, and he has accordingly been taking sights for a number of days. The chronometer preserves the same rate, and I would prefer taking it as one of the three for our cruise. Is there any objection to taking it? - notwithstanding your letter to Page this morning on the subject.

In haste,

Respectfully and truly yours,

(Signed -) A. J. Foster.

Lieut. Matthew F. Maury

Sup^t of Nat. Observatory.

(Semi-private.)

(11)

Navy Yard

Norfolk, April 16th 1856.

Dear Sir.

I take the liberty of addressing you in reference to the equipment, and the time it will probably require to prepare the "Portsmouth" for sea.

The general appearance of things is now decidedly more encouraging than it has been since the Officers reported. The stores of all departments will shortly be aboard; and were the Yard Carpenters and Gunners through their work, the Officers and Crew might have been sent aboard yesterday; in this case six days might have sufficed to prepare the ship for sea. But the new battery, as you are aware, being composed of eighteen 63 cwt. guns, involves many alterations; these alterations will occupy four or five days to come, before the crew can advantageously be received. -

Again: in order to make good practice and render the ship fully effective, the screw elevator, in place of the old bed and quoin with handspike, is desirable, if not essential. The Constructor, accordingly, is at work on these screws, which can be completed by the 1st proximo in time for the vessel to sail on that day. If, however, it is your intention to send us to sea irrespective of these screws, I see no reason why we may not sail by the 25th instant, provided our crew in the mean time be completed. We are short of men, - independently of some eight or ten in number, already detailed for the ship - two of whom, are charged with extremely offensive conduct, two or three others who from old age or long service in the East Indies have become inefficient, - and probably when the crew go aboard others will be found who will be unable to perform their duty. I believe, alas, that in the estimate of seamen, the three men

shipped in that grade with a view of their being rated Master's mates aboard the "Portsmouth" are regarded as part of the complement of Seamen, although they take the place of Passed Midshipmen and Midshipmen. Thus it is believed that from forty to forty-five men are wanted, (of the grades of Seamen and Ordinary Seamen,) to make our crew ordinarily effective.

The officers of the ship are desirous of expediting the sailing of the vessel, not only for the purpose of furthering your views, but also that we may run up the China Sea before the change of the monsoon and reach our station in time to avoid the typhoons.

I am just informed that the three men who are to be rated Master's mates are not included in the estimate of Seamen; also, that the complement is short only thirty-three in number, including as effective men the exceptionable cases referred to.

I beg your indulgence for the haste with which this letter has been written, as a great pressure of business upon me prevented writing till nearly nine for the mail.

I am very respectfully
Your obt. servant
(Signed-) Andrew H. Foote.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

(12)

U. S. Ship "Portsmouth"
Norfolk, April 18th 1856.

Sir,

In fitting the new 8 inch guns for this ship, the Ordnance Department of the Yard has only fitted one of the lug locks of each gun, leaving the other uncut, so that it will be impossible to make any use of the left lug in the case of damage to the other.

As the ship is not yet fully prepared in other respects for sea, I would respectfully request that the left lug may be fitted as well as the right lug.

I am very respectfully
Your obt. servant
(Signed-) Andrew H. Foote
Comdr.

Captain Duncan A. Ingraham
Chf. of Bureau of Ordnance and Hydr.
Washington,
D. C.

(13)

Naval Yard

Norfolk, April 18th 1856.

Sir,

I respectfully request that the draft of boys - eight in number, who arrived this morning from Philadelphia with a view of being sent out on the "Portsmouth", but will be prevented in consequence of other boys here already detailed may still be received aboard in place of some seamen and Ordinary Seamen and Landsmen, who from various causes are not adapted to the service. These boys are strong, healthy and extremely desirous of going to sea in the ship.

I have the honor to be
Very respectfully
Your obedt. servt-
(Signed) A. H. Foote
Comm^d

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

17

(14)

U. S. Ship "Portsmouth"

Norfolk, April 25th 1856.

Sir,

I have the honor to acknowledge the receipt of orders, together with instructions for special service, to proceed with the sloop-of-war "Portsmouth" under my command, to Hong Kong in China, and here to report myself to Commodore James Armstrong Commanding the U. S. East India Squadron.

I have the honor to be
Very respectfully
Your obedient servant
(Signed) Andrew H. Foote
Comm^d

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

(15)

U. S. Ship "Portsmouth"
Norfolk, April 28th 1856.

Sir.

In getting up the lower rigging of this vessel at an ordinary strain, a number of the lanyards parted, while others were found stranded in the rig even before the purchase was applied to them.

I request therefore that new lanyards may be supplied with as little delay as possible, as I am desirous of finishing on Wednesday.

I am very respectfully,
Your obedient servant
(Signed) A. H. Foster
Comm^d

Comm^d Charles H. Peck
Comm^d of Navy Yard
Norfolk
Va.

(16)

U. S. Ship "Portsmouth"
Norfolk, April 28th 1856

Sir.

Agreeably to an order of the Navy Department dated March 8th 1853, a General Full Dress Muster has been held, at which every Officer attached to this ship appeared in the uniform and with the appointments prescribed in the Regulations for the Uniform and dress of the Navy and the Marine Corps "of the United States."

I have the honor to be
Very respectfully,
Yours obt. servt.

(Signed) Andrew A. Foster
Comm^d

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

(17)

U. S. Ship "Portsmouth"
Norfolk, April 29th 1856.

Sir.

As this ship is bound to the East Indies and China and will often run long distances, I respectfully request that you will furnish us with an old sail that may be converted into a Mizen, or some other sail, as may be found available in hastening our run to the station where we are bound. The season is far advanced and it becomes important in order to save the China monsoon that we should reach our station as soon as possible, which may be regarded as another reason for having the old sail requested. - Although the sail is in addition to the prescribed allowance, I am impressed with the belief that for the reasons assigned above, you will grant my request.

I am very respectfully
Your obedient servant
(Signed) Andrew H. Foote
Comm^d

Comm^d - Charles A. Fox
Commanding Navy Yard
Norfolk
Va.

(18)

U. S. Ship "Portsmouth"
Hampton Roads, April 30th 1856.

Sir.

Deeming it advisable before going to sea to test the new battery and equipments of the ship, I this morning proceeded with her, in company with Commander Page, the Ordnance Officer and Mr. Hartt the Naval Constructor, to this place for the purpose of shell practice. At the trial Mr. Hartt's screws stood repeated firing with the 9 lb. charge and shell in a manner highly satisfactory, but the irregular explosion of the shells as well as the effect produced on the breeching rings by the heavy recoil of the guns were such as will necessarily detain us a day for the purpose of obtaining an additional number of fuses more recently received from Washington and splicing the breechings which cracked in the firing; hence we shall be unable to sail till the 2^d proximo.

I have the honor to be
Very respectfully
Your obt. servt.

(Signed) Andrew H. Foote
Comm^d

Hon. James C. Dobbin
Secretary of the Navy
Washington
D. C.

(19)

U. S. Ship "Portsmouth"
Off Cape Henry, May 3^d 1856.

Sir.

I have the honor to forward herewith
a muster roll of the Officers and crew
of this ship.

I have the honor to be

Very respectfully,
Your obt. servt.

(Signed) Andrew A. Foote
Comm^r

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

(20)

U. S. Ship "Portsmouth"
Off Cape Henry, May 3^d 1856.

Sir.

After an unsuccessful attempt to proceed
to sea yesterday, being compelled by adverse
winds and weather to anchor in the bay,
this morning at 9 a.m. we again weighed
anchor and beat out against an easterly
wind accompanied by mild hazy weather and
rain. We are now clear of Cape Henry and
about discharging the Pilot.

I have the honor to be

Very respectfully,
Your obedient servant

(Signed) Andrew A. Foote
Comm^r

Hon. James C. Dobbin
Secretary of the Navy
Washington
D. C.

(21)

U. S. Ship "Portsmouth"
 Naval Anchorage Ground
 Norfolk Va.
 April 29th 1856.

Sir.

I earnestly request that the "Fore Fry Sail" and its fittings fitted to this Ship on her last cruise, and which I understand is at the Yard, may be furnished this ship.

I am aware that I am asking for that which is not strictly allowed by the allowance Book, - and if thus permitted, would write to the Department for permission to make this addition to the outfit of the Ship in the Sail makes Department.

The service the ship is ordered upon, and my experience in the usefulness of this sail, in certain emergencies make me particularly anxious to have one on board. I hope, therefore, you will feel yourself authorized under the circumstances, to approve my requisition.

I am sir

Very respectfully

Your obedt. Servt.

(Signed) Andrew A. Foote
 Com^{dr} of U. S. Ship
 "Portsmouth."

Com^{dr} C. H. Poir
 Com^{dr} of U. S. Navy Yard
 Gosport.

(22)

U. S. Ship "Portsmouth," at sea,
 May 24th 1856.

Sir.

Agreeably to the above request of Lieut. Kirkland, Com^{dr} Marine Guard, the Purser will be pleased to rate on the Ships books Philip C. Van Buekirk as sergeant of Marines, and John G. Thompson as Corporal of Marines, from the 7th instant.

(Signed) - A. A. Foote
 Commander.

John G. Dobbin Esq. -
 Purser, U. S. Ship "Portsmouth."

(23)

U. S. Ship "Portsmouth"
At sea, Lat. 30° S, Long. 94° E, July 26th 1856.

Sir,

Early during our passage to this place, we encountered a gale, after which it was ascertained that about five thousand gallons of water had leaked out of the tanks. I was unable to examine these tanks when ordered to the ship, as the provisions, in fact almost the entire hold, was stowed. This loss of water has rendered it necessary to place the crew on a reduced allowance during the long run to the Straits of Lunda. I find upon examination that in consequence of the mode in which the covers of the main holes are fitted, there is no effectual way of securing them so as to prevent the loss of a great deal of water. I would suggest therefore that these should, in future, be fitted with clamps, or, in some way, by which the covers may be caulked.

The vessel left Norfolk without a rudder coat, or any other fitting to prevent the water rushing up into the Wardroom and Cabin; and for several days, notwithstanding men were kept constantly bailing water, I was apprehensive that it would enter the magazine. I observed soon after joining the ship in Norfolk that she had no rudder coat, or even a rudder collar, and came to the conclusion that she was fitted with a plate, or in some other way, as most modern ships are, to keep the water out. I soon discovered, however, that there was the space of nearly, if not quite, one inch between her rudder plug and the rudder post, enabling the water to rush on board by barrels every time the ship squatted. The rudder pintals and braces, which

are as old as the ship, are much worn, - the rudder, in heavy matter and in calms, working and surging so badly, as to cause violent motion and great shaking.

The upper deck, as I intimated to you personally when in Washington, is in bad condition: the mast partners leak a good deal: the water man seams are open: around the rail heads on the deck, in places, the wood is much decayed; and we have been obliged already to replace and caulk the deck to some considerable extent.

I fully concurred, when in Norfolk, with the opinion of the late Commander of the ship, (which I believe was expressed in writing in the form of a recommendation,) that the ship ought to have had new decks, if not new masts, before going upon this long and distant cruise.

The rigging and spars of the ship stand remarkably well, and our rate of sailing surpasses anything I have ever seen at sea.

I am, very respectfully,
Your obedient servant
(Signed-) Andrew N. Foote
Commander.

John Leathall Esq.,

Chief of Bureau of Const. Equip^t, & Repair.
Washington, D. C.

P.S. - Batavia, August 10th - Since our arrival at this place we have discovered that three of the port Fore Chain bolts have started - one of them nearly, if not quite, one inch. The outside part of the battery plank in the wake of several of the fighting bolts seems to be much decayed. The masts are also, in places, much decayed.

(Signed-) A. N. F.

24

U. S. Ship "Portsmouth"
At sea, Lat. 30° S. Lon. 74° E. July 26th 1856.

Sir.

The elevating screws fitted to the guns of this ship by Mr. Hart, the Naval Constructor at Norfolk, are found, in our practice to answer fully the purposes intended. This double screw requiring more power than a single screw, the screws should be longer than in the present pattern; but to lengthen them would require the removal, or change of place, of the training loops of the gun.

The screws require to be taken apart as often as once in ten days and thoroughly cleaned, as the two parts being formed of different metals, causes the iron to oxidize rapidly.

These screws appear to be decidedly preferable to any other now in use, applied to those guns which will not admit of the Cascoel screw being fitted to them.

I am, Sir, very respectfully,
Your obedient servant
(Signed-) Andrew H. Foote
Commander.

Captain Duncan H. Ingraham
Chief of Bureau of Ordnance & Hydrography
Washington, D. C.

25

U. S. Ship "Portsmouth", at sea
Lat 30° S. Lon. 74° E. July 26th 1856

Sir.

In the first gale encountered after leaving the United States we found our guns working badly. At the suggestion of Dr. Henderson, the Surgeon of the ship, I had a piece of oak board, eleven inches long, seven inches wide and one inch thick, placed under each of the forward demit trucks, raising the trucks just clear of the deck. We have since found, in the heaviest gales, that the friction thus obtained by this simple contrivance entirely prevents any motion of the gun - thus relieving all the iron work on the ship's side, as well as the water ways, from the strain to which they have hitherto been exposed.

I have named these the "Henderson friction chocks", and earnestly commend them to the consideration of the Bureau, as the most simple and effectual mode of securing large truck guns in a heavy sea. The time of placing, and removing these friction chocks, with a Capstan bar or handspike applied under the end of the forward axle, does not necessarily exceed one minute.

I am, Sir, very respectfully,
Your obedient servant
(Signed-) Andrew H. Foote
Commander.

Captain Duncan H. Ingraham
Chief of Bureau of Ordnance & Hydrography
Washington, D. C. -

(26)

U. S. Ship "Portsmouth" at sea
Lat. 30° S., Lon. 74° E., July 26th 1856.

Sir,

On the 18th of June in Latitude 29° S., I had dismounted and stowed in the main hatch on the chain lockers, two of the spar deck guns of this ship; and this day have had them remounted.

The striking of these guns below was deemed advisable, in order to relieve the spar deck in heavy weather; the condition of which deck has been reported to the Chief of the Bureau of Construction, Equipment and Repair, in a letter of this days date: also to render the ship more easy while running some hundred degrees of Longitude in the high Latitude of 40° and 42° South, in the winter season, when doubling the Cape of Good Hope; as well as to give the vessel stability, and improve her sailing, - as more than one hundred gallons of water were short, on an average, in each of the tanks reported at the Norfolk Navy Yard, as having been filled.

I am very respectfully,
Your obedient servant
(Signed) J. Andrew N. Foote
Commander.

Captain Duncan N. Ingraham
Chief of Bureau of Ordnance & Hydrography
Washington, D. C.

27

U. S. Ship "Portsmouth" at sea
E Straits of Florida, August 5th 1856.

Sir,

Enclosed are various reports in reference to the Ordnance Department.

The battery was rendered effective by substituting the larger breechings; and other changes made on the eve of our sailing, of which the Bureau has been already informed by the Senior Ordnance Officer in Norfolk. The ship would carry her new battery, under all circumstances, with perfect ease, were the Spar deck in as good condition as decks generally are in the service.

Our target practice has been less than it would have been, had we not made more than one third of the passage to the East Indies in broken weather, besides necessarily having to press the ship with sail to reach our station, as we found, after the first gale, that the tanks were short some six thousand gallons of water.

I am, very respectfully,
Your obedient servant
(Signed) J. Andrew N. Foote
Commander.

Captain Duncan N. Ingraham
Chief of Bureau of Ordnance & Hydrography
Washington, D. C.

28

U. S. Ship "Portsmouth"
Batavia, August 9th 1856.

Sir,

I have the honor to report the arrival of this ship, on the 7th instant, after a passage from Norfolk Va., of ninety days to the Straits of Sunda, and ninety-five to this place: officers and crew in good health.

As to the visit to Saltan's island, surveyed by Captain Owen R. N. in 1822, - the island upon which grains of a fertilizing quality has been reported to exist in abundance, would have prolonged our passage to Hong Kong in China, at least two or three months, in consequence of having to run nearly two thousand miles to leeward of our course and afterwards to retrace our steps, depriving us of the favorable monsoon up the China sea; besides the small quantity of provisions on hand for the additional time required in the examination of the island, I deemed it my duty, under the spirit of your instructions, when off the Cape of Good Hope, to forego that visit and make the best of our way to this place.

I have made reports dated July 26th to the Chief of the Bureau of Ordnance and Hydrography, and Construction Equipment and Repair, on Constructor Haette elevating screws; on Dr. Henderson's friction clocks; the temporary dismantling of two guns; and the shell practice; also on the loss of water out of the tanks; the condition of the ship's rudder, the spar deck and the sailing qualities of the vessel.

We have exchanged salutes with the Authorities of the place, and interchanged calls with the Governor of Batavia and Admiral of the Naval Forces. - I have this day, also, called on and afterwards dined with the Governor General of the "Netherlands in India," and commended to his favorable consideration the interests of our commerce and our citizens.

It was my intention to have sailed with the ship on the 13th instant for Hong Kong, but as a sufficient quantity of water can not be obtained till the 14th instant, it will not be in our power to leave till that date.

I have the honor to be

Very respectfully,
Your obedient servant

(Signed-) Andrew N. Foote
Commander.

Hon. James C. Dobbin
Secretary of the Navy
Washington
D. C.

(29)

U. S. Ship "Portsmouth"
Hong Kong, August 29th 1856.

Sir.

I have this instant arrived with this ship - one day from Macao, fourteen days from Batavia, and one hundred and sixteen days from the United States.

I enclose, herewith, the letter bags for the squadron.

- In haste for the mail -

I am, very respectfully,

Your obedient servant,

(Signed) Andrew W. Foster

Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
Shanghai.

(30)

U. S. Ship "Portsmouth"
Straits of Sunda, August 5th 1856.

Sir.

I have the honor to enclose a report of the apprentices made by the 1st Lieutenant of this ship; also a list of officers, with reports of Promotions, Enlistments, Transfers, Discharges, Deaths, Desertions and Deserters arrested or surrendered, to the 31st ultimo.

I have the honor to be

Very respectfully,

Your obedient servant -

(Signed) Andrew W. Foster
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington
D.C.

31

U. S. Sloop of War "Portsmouth",
Hong Kong, China,
September 4th 1856.

Sir,

Agreeably to the announcement, in my letter of the 9th ultimo, that we should sail from Palavia on the 14th instant, we sailed from that port, and arrived at this place on the 29th ultimo, having touched at Macao and there communicated with the American Consul.

We have exchanged salutes with the authorities ashore. The Governor, Sir John Bowring, has visited the ship and extended his invitation to breakfast and dinner to the Officers generally, besides manifesting in other ways a desire to cultivate friendly intercourse with our countrymen.

On my arrival I received a communication from Commodore Amstrong, intimating his intention to return to this place on the 9th instant, and directing me to remain here, except in certain contingencies, till his arrival.

I have reported the ship to him in a letter sent to Shanghai.

The Officers and crew are in good health.

I have the honor to be

Very respectfully

Your obedient servant,

(Signed) J. Andrew H. Foote
Commander.

Hon. James C. Dobbin
Secretary of the Navy,
Washington,
D. C.

32

U. S. Ship Portsmouth,
Hong Kong, China, September 4th 1856.

Sir,

I have the honor to enclose the record of a "Summary Court Martial" held on board this ship on the 3rd instant.

The sentences of the Court are being carried into execution.

I have the honor to be

Very respectfully

Your obedient servant

(Signed) J. Andrew H. Foote
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington, D. C.

33

U. S. Ship Portsmouth,
Hong Kong, China, September 4th 1856.

Sir,

Enclosed are reports of target practice and quarterly return of Ordnance Equipments and Stores.

I have the honor to be

Very respectfully

Your obedient servant,

(Signed) J. Andrew H. Foote
Commander.

Captain Duncan N. Ingraham,
Chief of Bureau of Ordnance & Hydrography,
Washington,
D. C.

54

U. S. Ship Portsmouth,
Hong Kong, China,
September 5th 1856.

Sir,

I have the honor to enclose reports of
Enlistments, Transfers, Discharges, Deaths,
Desertions and Deserters arrested or surren-
dered, to the 4th instant inclusive.

I have the honor to be
Very respectfully,
Your obedient servant,
(Signed-) Andrew H. Foote
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington, D. C.

35

U. S. Ship Portsmouth,
Hong Kong, China,
September 5th 1856.

Sir,

Enclosed are reports of target practice
on board this ship.

I am, very respectfully,
Your obedient servant,
(Signed-) Andrew H. Foote
Commander.

Captain Duncan H. Ingraham
Chief of Bureau of Ordnance & Hydrography
Washington, D. C.

56

U. S. Ship "Portsmouth"
Hong Kong, China, September 10th 1856.

Sir,

I have the honor to inform the Department
that I have reported the arrival of the ship at
this place on the 29th ultimo, in a letter dated
September 4th, and sent it, together with other
papers; also reports to the different Bureaus
in a vessel bound to San Francisco.

Previous to sailing from the United
States, I received a letter from the Department
dated April 21st authorizing eight boys to be
received on board, in addition to the number
~~already~~ which had already been detailed.

As four or five of our crew were shipped in
Norfolk, and transferred as Ordinary Seamen, who
are wholly unable to perform the duty of their rate,
as the crew is physically rather weak, I respectfully
request that these eight boys may be regarded as
supernumeraries and that the Department will
authorize me to ship eight men, for the purpose of
filling the complement of Seamen and Ordinary
Seamen.

I have the honor to be
Very respectfully,
Your obedient servant
(Signed-) Andrew H. Foote
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

37

United States Ship "Portsmouth",
Hong Kong, September 12th 1856.

Sir,

One of the seamen in the service of the United States and attached to the United States Sloop-of-war "Portsmouth", under my command, having been tried by the Municipal Court for the alleged offence of an "assault and battery", and fined in the sum of five pounds, or, in default of payment of said sum, sentenced to imprisonment for the term of twenty-five days, I have to express, to your Excellency, my regrets that I was not notified prior to the trial, in order that some American officer might have been present.

While I disclaim any disposition to obstruct the course of justice, in the least degree, I respectfully suggest that it would have been more in harmony with the courtesy which should mark the intercourse between our respective governments, had the Commander of a man-of-war been thus notified in a case involving such a penalty as the Court, in this instance, has seen fit to impose.

I have the honor to be,

Very respectfully,

Your obedient servant,

(Signed) Andrew A. Foote
Commander, U. S. N.

His Excellency

Sir John Bowring,
Governor of Hong Kong.

(The following letter was not sent.)

38

United States Ship "Portsmouth",
Hong Kong,
September 17th 1856

Sir,

I have the honor to acknowledge the receipt of your letter of the 15th instant, accompanied with copies of the proceedings of the Court and letter of the Acting Chief Magistrate to the Colonial Secretary, in reply to my communication of the 12th instant referring to the trial and sentence of one of the men belonging to this ship.

I have the honor to be,

Very respectfully,

Your obedient servant,

(Signed) Andrew A. Foote
Commander, U. S. N.

His Excellency

Sir John Bowring,
Governor of Hong Kong.

39

U. S. Ship "Portsmouth",
Hong Kong, China,
September 19th 1856.

Gentlemen,

You will hold a strict and careful survey on the articles in the Naval Store, referred to, in the proceeding request of the Store Keeper, and report to me in triplicate, the condition and quantity of the same, together with all the facts obtainable in regard to the causes of deterioration.

Very respectfully,
Your obedient servant,
(Signed) Andrew H. Foote
Commanding Officer.

To Lieut. N. K. Dawnpont,
Lieut. George E. Belknap,
Purser John V. Dobbin.

40

United States Ship "Portsmouth",
Hong Kong, China,
September 29th 1856.

Sir,

I have the honor to enclose a correspondence with the authorities of Hong Kong, in relation to the trial and sentence of one of our seamen.

I have not replied to the letter of the Governor, as the point made in my communication was merely one of courtesy and not of jurisdiction: the question, therefore, remaining open, the correspondence will be laid before Commodore Armstrong, (who is expected here about the 15th proximo,) on his arrival.

We have saluted and I have exchanged calls with the British Admiral, Sir Michael Seymour, who arrived on the 26th instant, and transferred his flag to the "Calcutta" ship of the line.

There are sixteen American ships in harbor, waiting orders. Brights are low, and business dull.

We have several cases of dysentery, among the men, of a mild type, - one death only having occurred since we left the United States.

I have the honor to be
very respectfully,
Your obedient servant
(Signed) Andrew H. Foote
Commander.

Hon. James C. Dobbin
Secretary of the Navy
Washington,
D. C.

41

United States Ship "Portsmouth",
Hong Kong, China,
September 29th 1856.

Sir,

Enclosed herewith are the records of
Summary Courts Martial in the cases
of George David, (Ordinary Seaman,)
and John C. Stewart, (Acting Master's
Mate.)

I have the honor to be,
Very respectfully,
Your obedient servant
(Signed) Andrew A. Foote
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

42

United States Ship "Portsmouth",
Hong Kong, China,
October 1st 1856.

Sir,

I have the honor to enclose herewith
a list of Officers attached to this ship; also
reports of Punishments to the 30th ultimo,
inclusive, together with the first Lieutenant's
quarterly report of the apprentice boys.

I have the honor to be,
Very respectfully,
Your obedient servant,
(Signed) Andrew A. Foote,
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

43

United States Ship "Pocomouth"
Hong Kong, China,
October 1st 1856.

Sir,

The enclosed copies of papers received from the United States Consul last evening, are forwarded to the Department, as Commodore Armstrong has not yet arrived from Shanghai.

I have the honor to be,

Very respectfully,

Your obedient servant,

(Signed) Andrew K. Foote
Commander.

Hon. James C. Dobbin
Secretary of the Navy,
Washington,
D.C.

44

United States Ship "Pocomouth"
Hong Kong, China, October 1st 1856.

Sir,

I have the honor to forward duplicate copies of a correspondence received from the U. S. Consul, prescribing the channel of communication on questions affecting foreign countries, &c.

Agreeably to a communication just received ~~from~~ from Commodore Armstrong, at Shanghai, directing me to proceed to Whampoa in the event of a rumor report proving to be correct, that the revolutionists were approaching Canton, I purpose leaving with the ship for that place on the 15th instant. Now, the revolutionists are reported as proceeding towards Shanghai: at all events, there is no apprehension on the part of the authorities at Canton, as far as the British Admiral and myself can learn, of an immediate attack upon that province. Still, as the health of our crew has greatly improved, and as there seems to be a greater call for the presence of a man-of-war near the city of Canton, where we have a larger number of vessels, and greater interests on shore than here, I deem it my duty, under the Commodore's instructions, to leave immediately for the place designated.

I have the honor to be,

Very respectfully,

Your obedient servant

(Signed) Andrew K. Foote
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington, D.C.

P.S. - The ship "Carrington," from New York, with stores for the squadron, has just arrived.

Causton, October 28th 1856.

Sir,

Your letter of yesterday's date, in reference to our expedition in connection with gonorrhea, has been received; and in reply I inform you that after having carefully read and deliberated upon the communication, I have come to the conclusion that you have not the slightest grounds for complaint against the course I have pursued in the matter.

I have ordered no Wardroom Officer on this expedition: all were volunteers; and my practice while in command of a vessel despatching expeditions has been, and always will be, to receive volunteers in preference to ordering Officers—except in those cases where the number or rank volunteering may be insufficient for the service required.

With regard to your claims being overlooked, I remark, that on my arrival all the officers here volunteered their services. I told them, however, especially Lieutenant Simpson and Mattingly, that if you expressed a wish to join me, after Lieutenant Macomb's return to the ship, as they had done, I should certainly permit you to do so;—for your rank would entitle you to the position, where all were volunteers. Mr. Shepperd afterwards expressed, through Dr. Henderson, a wish to join us. I assented, provided you did not volunteer; but in that case, stated again that I should permit you to come up, whenever you expressed a wish to join the expedition.

With regard to the wishes of the Officers being consulted, I have only to say that, until such wishes are manifested, I have no means of ascertaining them except inferentially; for I hold myself under no obligation whatever to ask Officers their wishes in reference to expeditions, especially when

as

as in the present instance there is a sufficient number of Officers and men who already have volunteered their services.

With reference to the position you officially occupy in my estimation I remark, agreeably to the explanation already given, that had any other Officer in the ship been the second Lieutenant and not have volunteered, as you have done, I should have adopted the same course as has been taken in this case: therefore your inference in this instance is wholly gratuitous.

For these reasons I have declined, and still do decline to order you here; but as your letter shows that you were desirous of being in the expedition, although I cannot for a moment permit any Officer to prescribe the manner in which he becomes attached to such an expedition,—I now give you that permission to join us which I have repeatedly expressed myself as having been ready to accord, at any moment when you should manifest your wishes to do so.

In haste, I am very respectfully,
Your obedient servant,
(Signed) Andrew K. Foote
Commander.

Lieutenant Andrew K. Barnsford,
U. S. Ship "Porpoise,"
Mamapoa.

47

Circular.

The undersigned has been informed that the American flag was this day borne on the walls of Canton - through the breach effected by the British Naval Forces. This unauthorized act is wholly disavowed by the undersigned, in order that it may not be regarded as compromising in the least degree the neutrality of the United States.

The U. S. Naval Forces are here for the special protection of American interests, and the display of the American flag in any other connection is hereby forbidden.

Signed J. Andrew A. Poole,
Senior Officer present, Commanding
U. S. Naval Forces at Canton.

Canton, China,
October 29th 1856.

48

Canton, November 3rd 1856.

Sir,

I have before me your polite and kind note of the 25th ultimo, in which you express your acknowledgements for the protection which it has been in my power to offer to the Vice Consulate of His Imperial Majesty in this city, during the hostilities pending between the British Naval Forces and the hostilities authorities of Canton.

I shall be most happy, if by having tendered this protection, which the close proximity of the French Vice Consulate to the Hong of the American Legation enables me to afford without any inconvenience, I shall have done anything to strengthen the cordial relations of amity which have so long existed between our respective Governments and people, - so happily alluded to in your communication before me. - That these relations may remain unimpaired I am sure is our mutual wish and that also of our respective Governments.

I have the honor to be,

Very respectfully,

Your obedient servant,

(Signed) J. Andrew A. Poole

Commanding U. S. Naval Forces
at Canton.

Monsieur

Monsieur le Comte de Courcy
Chargé d'Affaires de France
en Chine.

49

Canton, November 4th 1856.

Sir,

Agreeably to your instructions of October I left Hong Kong with the ship "Porpoise", under my command, on the 15th ultimo and arrived at Whampoa on the day following. Although there was no reason to expect an immediate attack upon Canton by the Revolutionists, yet, as difficulties which have since matured into active hostilities were at that time pending between the British and the Chinese authorities; and as there seemed to be more need of the presence of an American force in the neighborhood of Canton, I deemed it my duty to proceed immediately to that place.

While lying at Whampoa, on the 22^d ultimo, I received a communication from Mr. Perry, our Consul at Canton, enclosing a copy of a letter from Mr. Parker the British Consul in which he stated that twenty-four hours notice had been given to the Chinese authorities to accede to the demands of the English, - and if these should be refused, it was his purpose at the expiration of that time to place the matter in the hands of the British Admiral. In view of this statement Mr. Perry suggested that the presence of an American force for the protection of American residents in their persons and interests, was extremely desirable. Immediately on receiving this communication, which reached me at three o'clock in the morning, I fitted out four of our boats armed with muskets and the howitzer, and started at six o'clock with eight of our crew and marines for Canton, arriving there at nine o'clock.

On our arrival, I organized our force into companies and established and fortified posts in the manner best calculated to protect the property of the American residents. The French Vice-Consul at being in close proximity to the Hong of the American

Legation,

Legation, I was enabled to offer to it incidental protection, which was accepted and politely acknowledged as will be seen from the accompanying copy of a note from the French Charge d'Affaires at Macao. The "Levant" having arrived at Hong Kong from Shanghai on the 24th ultimo, Captain Smith, in accordance with my request, proceeded to this city with a force of sixty-nine - Officers and men, - and with his boat howitzer, thus materially strengthening our force. I received by him also your orders of the 17th October, directing me to proceed to Shanghai; but, from reasons which will be obvious from this communication, I deemed it my duty, in the exigencies of the case, to remain until the receipt of further orders, or until the state of affairs would permit me to leave with safety to the interests confided to my supervision. I was the more impelled to this course by the fact that the American steamer "Cum Pá" had been forced upon by a fort in the Macao passage, and that a correspondence in relation to the matter was then and is still in progress between our Consul and the Governor of Canton.

Since the arrival of Captain Smith, with his force, we have had a battalion drill daily, with morning and evening parade. The conduct of the men, with very few exceptions, has been highly creditable to them.

On the 29th ultimo the British Admiral landed an assaulting party, which advanced to the Governor's official residence, (through the breach which had been previously made in the walls) with a loss of three killed and four wounded. Several American citizens accompanied the party, and the American flag was borne upon the walls of the city, although not fully displayed. In view of this fact I issued the enclosed Circular, copies of which were sent to our own and the foreign Consuls and to the British Admiral, in order that our neutrality might remain intact, and because I considered that

that our right to enter the city is in absolute abeyance, until the stipulations of the Treaty shall have been enforced by our Government through its proper empowered officers. I am happy to believe that the presence of our Flag on the occasion has not, as yet, come to the knowledge of the Chinese, at least in such a way as to draw the attention of their officials to the fact.

We have succeeded in protecting American interests through our armed neutrality. On the 3rd instant our sentinels on the house-tops having been twice fired upon by the Chinese soldiers, I ordered the fire to be returned, which was done by the discharge of two or three muskets; but with no other effect than that of dispersing the persons from whom the shots came, and securing our men from molestation for the future.

It may be well to add that after consultation with Captain Smith, it has been decided that American interests require the presence of one of our sloops of war at this city. Accordingly, as the "Sivout" has the latest draft of water, and as the "Princeton" will, under your orders, be probably the first to leave, Captain Smith will shortly proceed to Whampoa, and on Saturday morning will bring his ship to Canton.

Since our arrival the British Naval Forces have captured most of the forts between Whampoa and this place, and spiked their guns: they have also landed several guns of heavy calibre at the fortification known as the "Dutch Fort" from which, with their steamers abreast of the city, a heavy cannonading has been continued at intervals upon the walls, the public buildings and upon the imperial troops encamped in the rear of the city.

The report on these all material occurrences which have taken place in connection with our movements up to this date.

I have the honor to be very respectfully
Your obedient servant

(Signed) Andrew H. Foote, Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China Sea.

Order.

Canton, November 6th 1856.

No sentinel will fire upon the Chinese unless he is first fired upon by the Chinese themselves. In this case only he will return the fire. In case a Chinese has a musket and approaches a sentinel within gun-shot, the sentinel will warn him off, and fire high over the intruder's head, and then give the alarm. In case several Chinese should simultaneously appear, unarmed even, the sentinel will raise his hand for the purpose of dispersing them; and then should they remain he will give the alarm, and if they still approach he will fire well over their heads.

It must be remembered that our own force is here specially to protect the lives and property of American residents; and that we have no part in the difficulties between the English and Chinese; therefore any fire upon the Chinese who are not invading the rights of Americans is a murderous and wanton sacrifice of human life and will be severely punished; and a full report of the same made to the Commander in Chief.

(Signed) Andrew H. Foote
Commander.

Canton, November 8th 1856.

Sir,

The events mentioned in the following report have occurred since the date of my communication of the 4th instant.

Early on the morning of the 6th instant, a brisk action, an hour or more in duration, took place between twenty-three Chinese junks, the fort known as the "Punch" fort, and armed parties on shore, - on one side, - and on the other, the English steamers "Parrasanta" and "Coramandel," with eight boats mounting sixteen guns. The junks with more than a hundred guns were captured and destroyed. The fort was taken and its guns spiked but was not occupied by the English forces. The loss on the part of the English was one killed and three wounded. An unsuccessful attempt to destroy the English steamer "Sampson," by four fire junks was made this morning.

Reports have been circulated, and may have come to your notice, that an American sentinel has been shot and an American seaman beheaded. These reports are wholly untrue. A shot was fired, it is true, near one of our sentinels stationed in an exposed position on a house top: but apparently to my directions, it was more offensively returned by several discharges of muskets at the men who fired. The enclosed order in reference to similar occurrences has been given to the sentinels. The man said to have been beheaded deserted on the day of our arrival here, but was afterwards seen in Hong Kong and recognized by several of the "Servants" crew.

The professions of the Governor General of Canton towards the Americans have been uniformly courteous, manifesting every disposition to preserve peace with us. He has expressed a wish that the American residents should leave the city, urging it as a wise precaution for their own safety; and also desiring that our

force for their protection shall be withdrawn. So long, however, as the present state of affairs continues, or until further orders from you, our forces will be retained.

Our Consul Mr. Perry, has at my suggestion written another letter to the Governor General, requesting that he will furnish information, within fort-eight hours, as to what action has been taken in the case of the steamer "Queen Pa," - which vessel was fired into by a fort in the Macao passage. If this communication does not elicit a satisfactory reply, I trust that the Consul will see fit to place the matter in my hands. Should he do this and should you not soon arrive yourself, I shall proceed to the fort, and take such action as circumstances may require, in vindication of the insult offered to our flag.

Unless we are assaulted, or American interests in some way endangered, I shall strictly forbear from compromising our neutrality.

P. M. - I have just heard of the arrival of the "En Jacinto" at Hong Kong; and as the letter of Mr. Perry referred to above, has not yet been sent forwarded to the Governor I have requested him to retain it, in order that the matter in its present state may be laid before our Commissioner and yourself.

I have had this day a long and frank conversation with Admiral Sir Michael Seymour, stating to him that, in certain contingencies, our merchants might leave the city with their effects, and that, in that case, our force for their protection might be withdrawn. I trust therefore that, as far as my agency has been concerned, you will find the state of affairs here such as will relieve you from all embarrassment.

I have the honor to be,

Very respectfully,

Your obedient servant,

(Signed) Andrew H. Foster

Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces
East Indies and China Sea.

52

Canton, November 19th 1856.

Sir,

I have received your communication of this day's date in reference to our position here.

We have all the armaments to the American portion of the Factoria barricaded and well guarded; and, there being no accommodations in other houses than there are now occupy for an additional number of men, I would prefer that only the entire marine guard, with the smaller howitzer - with officers and crew, and such other officers as you deem expedient to look out for the men, come up, as there can be accommodated in the houses already occupied by us, - and at the same time will give us a force, I believe sufficient for any exigencies that may arise.

For two or three days past, a great part of the English force has been withdrawn, for the attack upon the forts at the Bocca Pequie, leaving only a force about equal to our own on shore at this city. To-morrow, however, it will probably be again increased by the return of the steamers from that expedition.

Every bold attempt was made, at nine o'clock this morning, to blow up the steamer "Hesper" lying abreast of the Factoria. Two rafts laden with combustibles were floated down the stream and exploded alongside the steamer, - one near her bow and the other near her quarter. The burning fragments fell upon her deck but were promptly extinguished. The men who fired the rafts attempted to swim ashore; one however, was shot and drowned, and the other probably wounded, although he succeeded in making his escape. Since the occurrence the English have driven all Chinese boats, of every description, away from the Factoria and the shipping.

I omitted to mention in my last communication that the French Admiral, on his arrival at Macao, despatched forty men from his

his ship to this city, for the protection of French interests.

I am, very respectfully,
your obedient servant,
(Signed,) Andrew H. Foote,
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces
East Indies and China Sea.

53

United States Ship "Petersen",
Off the "Barrier Forts",
November 19th 1856.

Sir,

I have received your letter of this day's date directing me to order Commander Bell and Lieutenant Lewis, with twenty men to repair on board the flag ship; and in reply respectfully inform you that we have now no more officers and men than are absolutely necessary for any operations that may be required here. Since your departure, the two forts bearing upon us have availed themselves of the delay on our part, and night and day are mounting guns, not only in the forts but on the point, and sending great numbers of troops into the fortifications. This state of things absolutely requires at this moment a reinforcement rather than a withdrawal of any part of our force; although we are at this instant, strong enough to accomplish any thing you may direct of us, - as a much less force could easily have captured and destroyed the forts the morning after the cannonading, - the enemy being then panic stricken and would have made no resistance comparatively.

When you called me into your state room, the day succeeding the cannonading, you informed me, and in what opinion the Fleet Surgeon and myself

fully

well concurred, that you were too ill to prosecute this affair in person, and directed me to take it wholly into my own hands. I laid my plans accordingly. But just as you were leaving the ship you ordered me to suspend operations, as you were about entering upon a correspondence on the subject with the Governor General of Canton, - and directed me not to act unless the enemy opened his fire. Since then you have withdrawn a Lieutenant and forty men: again, this morning, you order me to send to you Commander Bell, Lieutenant Lewis and twenty men. I leave you to judge of the moral effect of this course upon the men here, as well as its physical weakening our forces at a time when the forts are losing their means of defense. Under these circumstances, I am bound to say to you, although with great pain, that not an officer or man can now, with credit to the country, be withdrawn. For these reasons I await further instructions from you before acting upon your orders of this instant.

I now earnestly beg that you will either come here yourself and in person resume command of the force, or give me authority to proceed in the operations which were so effectively prosecuted for three hours after we took up our position against the enemy.

I have the honor to be,

Very respectfully,
your obedient servant,
(Signed -) Andrew A. Poole,
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Force,
East Indies and China Sea.

54

U. S. Ship "Portsmouth,"
Off the "Barrier Forts" - near Canton,
November 19th 1856.

Sir,

Your letter of this day's date, in reply to my own in reference to Commander Bell's expiring on board the Flag ship, and other matters in connection with our movements here, has been received. By an extraordinary oversight, the postscript of your letter was overlooked by myself, as well as by Commanders Bell and Smith, as it was on the second page. Had I seen it, and as it expressed what was made the basis of my letter, I should not have communicated with you at all on the subject; therefore it becomes my duty to say that the letter was gratuitous.

It is my purpose to commence an attack on the Forts as early to-morrow morning, as the tide and the position of the ships will enable us to do it most advantageous.

Will you do me the favor to send the "Lib", or some other efficient steamer, to us as early to-morrow as practicable, as her services will be important, both before and after the attack?

I have the honor to be,

Very respectfully,
your obedient servant,
(Signed -) Andrew A. Poole,
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Force,
East Indies and China Sea;
Hampden.

55

United States Ship "Portsmouth"
Off the Barrier Forts, near Canton,
November 25th 1856

Sir,

By the authority of Commodore James Armstrong,
I hereby appoint you as Commander of the steamer
"Cassin".

You will accordingly take charge of that
vessel, and execute such orders as you may receive
from time to time from the Commander in chief or
myself.

I am, Sir,

very respectfully,

your obedient servant,

Richard J. Andrew & Fols

Commander and
Senior Officer present, Commanding U. S. Naval Forces
Off the Barrier Forts, near Canton.

Francis E. Sheppard Esq.,
Master
U. S. Ship "Portsmouth."

56

United States Ship "Portsmouth"
Off the Barrier Forts, near Canton,
November 26th 1856.

Sir,

I have the honor to furnish the enclosed report
of the capture of the Barrier Forts, near Canton.

I am, very respectfully,

your obedient servant

Signed, J. Andrew & Fols, Commander
and Senior Officer present, Commanding U. S.
Naval Forces, Off the Barrier Forts - near Canton.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China sea -
Shanghai.

57

United States Ship "Portsmouth"
Off the Barrier Forts, near Canton,
November 26th 1856.

Sir,

Agreeably to your orders of the 15th instant, to re-
turn to Canton and resume my duties in command of
the force placed there for the protection of American residents
in their persons and property, - I proceeded the same day,
with one of our boats, in company with Lieutenant Macomb
of this ship, and Messrs. Thurgis and Macy of Canton, for the
purpose of directing Commander Smith to return and take
his ship to that city, - preparatory to the withdrawal of our
force from the foreign factories.

When within point-blank range of the fort
commanding the passage, a shot was fired which fell a
short distance from the boat; this was soon followed by another
which struck still nearer the boat and ricocheted far
beyond it, - Mr. Thurgis in the mean time waving the flag
that it might be more fully displayed, and I firing my 12
volumes towards the fort and giving the order to pull away.

to soon passed beyond range of this fort, and, when within two hundred yards of the rest, it opened upon us with two successive discharges of round shot and grape which fell thick and fast around us, one of them striking the water within the blades of the oars: the last discharge was made after the boat's head was turned towards the ship. I then returned and reported the occurrence verbally to you.

As the removal of this ship and the "Albatross" to this place was under your own orders and personal supervision, and as you were yourself an eye-witness of the cannonading between the "Portsmouth" and the forts, on Sunday the 16th instant, it is unnecessary, in this report, for me to make further allusion to those events.

During the day succeeding your departure to Wampoa, the two ships were in position to open upon the forts on the recommencement of active hostilities on the part of the enemy, - although the narrow channel and strong tide rendered it necessary to move them abreast of, instead of in a line with each other.

Your last communication of the 19th instant contained the following clause: -

"I am glad to hear that you are at this instant, strong enough to accomplish anything I may direct," - and although, pending negotiation, I do not wish to take aggressive steps without a sufficient cause, yet I repeat my wish to have the enemy prevented from increasing his means of defence or assault, in the most expedient and efficient manner your judgment and means may ascertain, even though you may be led to the capture of the forts: -

As there were no other means in my power effectually to prevent the enemy from strengthening his defences, and I instantly determined to storm his forts, and would have done so the same evening if it had been possible to complete the necessary arrangements before dark.

At 6^h 30^m on the morning of the 20th instant, both ships being in position and in all respects ready for action, we beat to quarters and simultaneously opened on the two nearest forts. After an interval of five minutes, the fire was briskly returned until 7^h 45^m, when it

it materially slackened. The storming party, consisting of two hundred and fifty ^{with four howitzers} persons, - officers, seamen and marines, - commanded by myself, - Commanders Bell and Smith leading respective detachments from the "San Jacinto," and "Albatross," - then left the ships and pulled in three columns for the shore. The company of marines was most effectively led by Captain Simms. While landing, Louis Hetzel and Thomas Koser, (apprentice boys,) were killed by the accidental discharge of a Minie rifle. The party formed and marched towards the fort, dragging their howitzers with them across the rice-fields, and wading a creek waist-deep. In order to attack the fort in the rear it was necessary to pass through a village, in which several shots were fired upon us, till the howitzers cleared the streets and secured for us an unobstructed advance. When near the fort, the soldiers were seen fleeing from it, - many of them swimming for the opposite shore. The marines being in advance, they opened their fire upon the fugitives, with deadly effect, - killing some forty or fifty. The American flag was planted on the walls of the fort by a Lieutenant from the "Portsmouth." - As the fort opposite was playing upon us with some muzzles, the guns we had captured, - fifty-three in number, - were several of them brought to bear and soon silenced it, - but not before a shot had struck the "Portsmouth's" launch in the water-line, and sunk her. The float, however, at the flood and was soon rendered efficient for further service. - The city of Canton being only four miles distant, a portion of its army, - variously estimated at from five to fifteen thousand, and which I believe to have numbered at least three thousand, was stationed near. This force price advanced, but they were both times repulsed by the marines, with ten or twelve killed; and, as they were retreating, a deadly fire was opened upon them from one of the howitzers. During one of these skirmishes a man belonging to the ^{Portsmouth's} howitzers crew received a shot wound in his leg. While firing at the opposite fort, a Boatswain's mate from the "Portsmouth" was wounded in the head.

head and foot by the bursting of a gun.

A small portion of the force was withdrawn at night, and the fort was occupied by the Commander of the "San Jacinto" with the remaining force till morning.

At 3 a.m. the next day an eight inch shot from one of the forts struck the "Portland" and lodged in the bows. This was instantly returned by three of her shells and the fort was at once silenced. At 4 a.m. the Commander of the "San Jacinto" with the force which had occupied the captured fort during the night, embarked and returned to the ship. At six o'clock both ships opened their fire on the three remaining forts, which was at first briskly returned. During this action, Edward Kelly, (C. D.) was mortally wounded aboard the "Levant," and died this evening. The fort nearest the ships having been silenced, at seven o'clock the boats in tow of the American steamer "Cum Pau" temporarily in charge of Mr. Robinet, having aboard the Engineer from the "San Jacinto," Mr. Henry C. Victor and Mr. C. B. Baker, left the ship and proceeded towards the object of attack. While passing the battery, a ricochet 64 lb shot from the farthest fort struck the boat abreast of my own, completely raking it, and instantly killing James Houghland Carpenter's mate, and mortally wounding William Mackie and Alfred Turner who died soon after. Seven others were also wounded more or less severely. The boat struck was the launch of the "San Jacinto," in charge of the first Lieutenant of that ship. The steamer stood on with the boats in tow, till they were covered by an intervening neck of land on which the party landed. After making a ditch waist-deep and receiving several shots from gingals and rockets, the fort was carried, - with one of the marines severely wounded, in presence of a thousand or more Chinese soldiers just beyond horizon range. A corporal of marines, the standard bearer of his company, planted the American flag upon the walls. Several of the guns of the fort, with our own howitzers, were brought to bear

bear upon the Centre fort commanding the river, which had opened fire upon us. It was soon silenced. The other guns in the fort we had captured, which were altogether forty-one in number, were spiked, their carriages burned and every thing destructible, by the means in our power, destroyed.

At 4 p.m. the marines advanced on the bank of the river and captured a breast-work mounting six guns: a party of Chinese soldiers, some hundreds in number, advanced towards them, but were soon repulsed by two companies of sailors led by their Lieutenant. In the mean time one of the howitzers played upon a still greater number, who were drawn up in front of and around a pagoda, until they were dispersed, and retreated carrying off their killed and wounded. The boats, under fire from the fort on the opposite side of the river, had been tracked up to the breastwork, and now, under cover of its guns and those of the fort just captured, they crossed with the party to the island and took possession of its fort containing thirty-eight guns: one of these was a brass gun of eight inch calibre and twenty-four feet, ten inches, in length. The standard-bearer of marines was again the first to plant the American flag upon the walls. The same work of destruction as at the two forts previously captured was here renewed. The only fort remaining in the possession of the enemy, - on the Canton side of the river, - at once opened upon us: accordingly the guns in the fort were occupied once brought to bear and, with the assistance of the howitzers, silenced it in the course of half an hour. It now being dark, it was thought expedient to suspend further operations till morning. Active preparations were making by the enemy during the night, - showing a determination to make a vigorous resistance.

The following morning, Saturday the 22^d instant, at four o'clock, "all hands" were called, and arrangements made preparatory to the attack in front on the fourth and last fort. At early daylight,

every

everything being ready, the first Lieutenant of the "San Jacinto", who was left in charge of this fort, was directed to fire a single homitque for the purpose of drawing the fire of the enemy; as this did not succeed another discharge was made with no better result. Three homitques were left in the fort, to cover the landing and prevent the enemy from firing the guns trained on the point which we were to double before crossing the river. One launch with its homitque preceded the other boats, which followed in three columns as at the landing on the 20th instant. As soon as we opened the fort, the homitques commenced playing briskly to divert its fire from us. But, from the moment we doubled the point, and during the time intervening until we reached within musket-shot and gave three cheers, - notwithstanding the rapid and effective fire of the homitques in the fort and that in the launch, - the fort opened and continued a brisk fire upon the boats with round shot and grape, and gingals. The shot passed closely over our heads, with the exception of three, - one of which passed between two boats, and each of the others striking an oar. I cannot but regard it as a merciful interposition of a kind Providence that, although the party was exposed to such a shower of grape falling around them for so long a time, it was unavailing, in this instance, to injure to life or limb.

As the boats could not be brought close to the shore, our party jumped into the water waist-deep, and entered and took possession of the fort, just in time to fire upon the last of the enemy in their retreat. It was discovered that they had, before evacuating, loaded their guns and trained them upon the boats with a slow match ignited. Those of our men who were in the advance cut off the trains and prevented the discharge of the guns. A Boatswain's Mate from the "Portsmouth" was the first to enter the fort and plant the American flag upon its walls: the number of guns which it contained was thirty-eight. The same course of demolition was taken in this fort that had been pursued in the others.

The

The forts containing a total of one hundred and seventy-six guns, many of them of the largest caliber, are now all in our possession. I am informed that they have always been considered as among the strongest defenses of the empire as well as the key to the city of Canton.

The Commander of the "San Jacinto" is to-day at work in the fort last captured, preparing utterly to demolish that part of the walls facing the river; these are of massive granite and eight feet in thickness. As soon as this work is accomplished, we shall proceed in the same way with the other forts. - An attack was made upon the river of the fort occupied by our force, at three o'clock this morning, by a body of Chinese who threw several rockets and stick-bombs. The assailants were provided with scaling ladders. They were soon dispersed by a brisk fire of musketry and the homitques, leaving no ladders behind them in their retreat.

The ships received during the cannonading of the 16th, 20th, and 21st instants, forty shots in their hulls and rigging, - the "Portsmouth" eighteen, - the "Levant" twenty-two; and their fire was most satisfactorily effective, as may be witnessed in the demolished parapets of the nearest forts and their appearance within the walls.

Previous to all the attacks, I consulted fully with the Commanders of the "San Jacinto" and "Levant"; and as the latter officer performed such effective service by the cannonading of his ship preparatory to the storming; and as the other was present without his ship, I may be permitted to say of the former that I found him ready to suggest and to execute at any moment and in all exigencies. I ought to mention that the Commander of the "Levant", previous to the action of the 20th and 21st instants had brought his ship into position nearer the forts so that he received the hottest of their fire, - and he has now brought her close to the fort which we are undermining. From the other officers, also, I received very important suggestions. In short the bearing of all the officers, sailors and marines was creditable to them in the highest degree.

The readiness and coolness with which Captain Curry, of the American steamer "Millamette" comd

towed this ship into position, on the 16th instant, under fire from the nearest fort, - exposing his person and his vessel, and not "casting off" till so ordered, - meets our highest admiration. Mr. William M. Robinet of Maryland, now a resident merchant in Canton, gave his services as pilot and Commander of the "Crem Pa" when that steamer towed the boats inshore to attack the second fort on the 21st instant. This gentleman, also, by his knowledge of the country, was enabled to point out the course adopted in the attack of the second and third forts; he accompanied us into those forts, and suggested the time of the attack upon the fourth and last: his services, also, in many other ways were most important and tended greatly to secure the success of the expedition. I cannot too strongly express my obligations to him for his valuable services. - Captain Henry Brown, of Charlestown, Massachusetts, voluntarily acted as my aid in the capture of the last three forts, and was always ready to render good service. Captain Sewall, of the American ship "Flyaway", occasionally took charge of the steamer "Crem Pa" and repeatedly volunteered to serve in any capacity wherein he could promote the success of the expedition. - Several other American gentlemen whose names have not been mentioned, volunteered their aid and rendered important assistance.

It may be seen from this report how efficient our marines are in service of this kind: and the inference is inevitable that an increase of that corps, and of the number of Officers and men attached to our ships, would tend to insure entire success on similar expeditions. In all the advances the men were made, in perfect order and discipline, to respond to the calls of their Captain and Officers.

But while this tribute is due to the marines, it is but just to the sailors to say that their order and subordination as well as their bravery most favorably impressed me: and I was convinced that when the two bodies acted in cooperation, in skirmishing parties and otherwise, they were capable of successfully resisting any Chinese force which they might encounter in the field.

The loss of the Chinese contributed greatly to, - I may almost say secured, - the success of the expedition, -

not

not only by their destructive qualities, but by the fear which their appearance inspired among the enemy, the moment that they came within their range.

I cannot help believing that the heavy and prolonged cannonading of the "Portsmouth", on the 16th instant, was most important in preparing the way for the operations which succeeded. The powerful battery of this ship, consisting of sixteen 8 inch shell guns, ^{each} of 63 cwt., - so paralyzed the nearest fort, which was within a range of four hundred and eighty yards, that it was never afterwards able to do the injury which it otherwise might have inflicted. I am disposed to believe, too, that a ship, with guns of smaller calibre, could not have sustained alone the hot fire to which this vessel was that day exposed, from the four forts combined, - and much less could have silenced the two nearest of those forts, as she did after a brisk cannonading of between two and three hours. - I am happy to add that the new shelling screws of Constructor Harth, with which her guns are fitted, stood the severe test of the heavy firing, during the several actions, to my entire satisfaction.

It is, of course, impossible to ascertain definitely what loss the Chinese have sustained. Their own rumors make it, at the least estimate, five hundred, - although I am inclined to believe that it will not exceed one half that number. - It is said, on good authority, that a hundred and twenty Chinese sailors, recently discharged from a foreign man-of-war, and who have thus had the advantage of European training and discipline, were among those who served the guns of the forts. This accounts for the superior gunnery displayed by the enemy. -

It becomes my painful duty to add the following list of killed and wounded. - I can only express, in this place, my feeling of sorrow for the loss which their own friends have sustained, and which the country and the service to which they belonged have also suffered. - It is proper for me to mention that, by request of the Fleet Surgeon, the surgeons of the ships were not permitted to accompany the storming

storming parties on shore, as the most important operations could not be performed in the field, but on board ship. All that medical skill could do to relieve the sufferings and save the lives of the wounded was promptly and successfully accomplished by the Surgeons and the Assistant Surgeons.

Surgeons Report.

Killed.

William Mullen, - Coxswain (standing in a boat, "San Jacinto".
 Louis Kitzel, - Apprentice boy. "Portsmouth"
 Thomas Brown, - Apprentice boy.
 James Woodland, - Carpenter's Mate. "San Jacinto"
 William Mackin, - Seaman. "
 Alfred Pinner, - Seaman Coxswain "
 Edward Riley, - Ordinary Seaman. "Lieutenant,"

Wounded.

Smith Benjamin, - Ordinary Seaman. "San Jacinto"
 James McMillan, - Seaman. "
 John Brown, - Seaman. "
 Thomas Robinson, - Ordinary Seaman. "
 H. B. Peto, - Landsman. "
 William Van Hooken, - Apprentice boy. "
 Nicholas Dillon, - Coal heaver. "
 Thomas Paulson, - Coal heaver. "
 John Mitchell, - Ordinary Seaman. "
 John Stanton, - Ordinary Seaman. "
 William Johnson, - Coxswain. "
 Alexander M. Litch, - Capt. Forecastle. "
 Patrick Melvin, - Marine. (Slightly.) "Portsmouth"
 John C. Thompson, - Marine. (Slightly.) "
 Thomas Paynor, - Seaman. (Slightly.) "
 John Lake, - Boatswain's Mate. (Slightly.) "
 James Sims, - Corporal Marine. (Slightly.) "
 Jonathan Murray, - Boatswain's Mate. (Slightly.) "Lieutenant."
 William Boyce, - Marine. (Slightly.) "
 Patrick Mahan, - Marine. (Slightly.) "
 Joseph McNeil, - Marine. (Slightly.) " "

John

John Russell, Ordinary Seaman. (Slightly.) "Recovering." "Lieutenant."
 I am,

Very respectfully,
 Your obedient servant,
 (Signed-) Andrew H. Poole,

Commander and
 Senior Officer present, - Commanding U. S. Naval
 Forces, off the Barrier Forts, - near Canton.

Commodore James Armstrong,
 Commanding U. S. Naval Forces,
 East Indies and China Sea -
 "Thampona."

P. S. - Subjoined is a list of the officers of the several
 storming parties. -

Commander Andrew H. Poole, "Portsmouth,"
 Commanding.
 Commander Henry H. Bell, "San Jacinto."
 Commander William Smith, "Lieutenant."

Lieutenant Henry H. Lewis, - "San Jacinto"
 " John Rutledge "
 " J. P. Carter "
 Assistant Surgeon R. P. Daniel. "
 Captain's clerk - Wm J. Ashe. "
 Marines
 Purser Captain John D. Simms. "

Lieutenant William A. Macomb, - "Portsmouth"
 " Henry K. Davenport, "
 " Edward Simpson, "
 " Andrew G. Malcomb, "
 " George C. Belknap "
 Master - Francis E. Sheppard "
 2^d Lieut Marine, William D. Kirkland "
 Purser - John T. Dobbin "
 Assistant Surgeon John Tarsant "
 Carpenter - Joseph F. Myers. "

Master's

Martin's Mate, Peter McAlroy, - "Portsmouth"

Lieutenant George Colvocoresses, - "Levant"

" John J. Guthrie

" Earl English

Master - - H. A. Adams Jr.

Assistant Surgeon A. S. Gibson

Ensign, Marine, H. B. Tyler Jr.

Captain's clerk, J. A. Coale Jr.

Carpenter - Edward Williams

Boiler - - H. M. Gordon.

Martin's Mate, Peter Paylor.

A. H. P.

58

United States Ship "Portsmouth"

Off the Barrier Reefs, near Canton,

November 29th 1856.

Sir,

Lieutenant Rutledge of the "San Jacinto" was injured in the foot by the recoil of a gun in the division which he temporarily commanded on board this ship in the action of the 16th instant. He persisted in going on shore with the storming party on the 20th instant, but in crossing a ditch he further injured the same foot, and was utterly prevented from continuing the very effective service he had previously performed.

I am, very respectfully,

your obedient servant,

(Signed) J. Andrew R. Foote,

Commander,

U. S. S., &c., &c.

William Maxwell Wood Esq.,

Acting Surgeon,

"San Jacinto,"

Shanghai.

59

Canton, October 25th 1856.

Sir, You will please dispatch fifty men suitably armed, (including the Marine Guard) armed and equipped, with four days rations, to this city.

The homitzer will be required, - her crew to be included in the fifty men.

I am respectfully
your obedient servant
(Signed) J. Andrew R. Foote
Commander.

Commander William Smith,
Comdg. U. S. Ship "Levant",
Hong Kong, China.

60

Canton, October 25th 1856.

Dear Sir,

I have the honor to acknowledge the receipt of your kind note of this instant, for offering me assistance in the absence of Commodore Armstrong, in the event of retaliatory measures being taken in vindication of the outrage on our flag by the Chinese Frigate - and had not the "Levant" arrived in Hong Kong last evening, which vessel with my own, will probably be ample to resent the outrage, I should probably have availed myself of your generous offer, so far at least as to have taken one of your launches with its effective homitzer.

I am, with great respect and esteem,

your obedient servant,

(Signed) J. Andrew R. Foote,

Commander U. S. S.

Dear Admiral

Sir Michael Seymour, K. C. B.,

U. S. Ship "Essex".

61

United States Ship "Portsmouth"
Whampoa, China,
November 5th 1856.

Sir,

I have the honor to enclose reports of Exhibitions, Transfers, Discharges, Punishments, Deaths, Desertions and Deserters arrested or surrendered, to the 4th instant inclusive.

I have the honor to be,
very respectfully,
your obedient servant,
(Signed) Andrew H. Foote,
Commander.

Wm. James P. Boston,
Secretary of the Navy,
Washington, D. C.

62

United States Ship "Portsmouth"
Barrio Porto, November 30th 1856

My dear Commodore,

I send up in a coffin the body of a marine who died this morning of fever. I have given positive orders that no more water is to be drunk by officers or men here. I have also ordered the Purser to furnish a box of tea extra for the fort which is to be used as the beverage of Officers and men. We can, I hope, keep remain till Thursday or Friday at which time the forts will all be doubtless all be worked to the ground. Bell is doing his work intelligently and admirably. We are just repairing damages; and, if the iron work can be got ready, will be ready for sea in less than a week.

Will you do me the favor to have done for us either aboard or on shore the following named goods:

Three bolts for chain plate, and chain plate to be repaired.

Band for standard mast anchor stock.

Cross for supporting space spars in chains

There

There are also a number of little jobs to be attended to which render an armorer indispensable. We have none aboard. Please send us one.

In haste,

Respectfully and truly,
your servant & friend
(Signed) Andrew H. Foote.

Commodore James Armstrong,
Commander in Chief U. S. Naval Forces
East Indies and China Sea.

P.S. We don't work of course to day. I have preached aboard and in the fort. I'll run down to morrow.
(Signed) A. H. F.

63

Canton, November 15th 1856.

Sir,

You will please to send, forthwith, on board the steamer "Cum Sa," Captain Simms commanding the marines, with his entire company, belonging to the "San Jacinto," also Lieutenant Belknap with the boat-hornitzer, officers and crew belonging to the flag ship, - together with the hornitzer of the "Portsmouth," with Lieutenant Simpson, the gunner and the crew. The launches of the three ships will also be sent down. Let baggage and everything remain behind, as the men will breakfast aboard the ships here, - sending down only the crews with arms with forty or fifty rounds of ammunition. Don't detain the steamer beyond the time required in the embarkation.

You will then have remaining with you all the force you now have, except that belonging to the "San Jacinto," and the "Portsmouth's" hornitzer crew, Lieutenant Simpson and the gunner. - No sails will be wanted.

I am, very respectfully,

your obedient servant,

(Signed) Andrew H. Foote.
Commander William Smith,
Canton.

64

United States Ship "Portsmouth"
Barrier Forts, December 5th 1856

My dear Captain Smith,

If you will let us have your launch and its horse and the first cutter for the use of the "San Jacinto's" men and send them aboard with those men, after breakfast by 6 a. m., you can then proceed to Sampson and report to the Commodore, using the "Cum Pa" which will be up early.

Capt. Bell will cheer with our force and his own, finish his work and go down between 10 and 12, and me on the "Portsmouth" will follow.

This arrangement will enable both ships to use the cleaves, and give us plenty of time for completing our work here.

Respectfully and very truly
Yours

(Signed-) Andrew H. Foote.

Captain William Smith
Commandg. Ship "Levant"

65

United States Ship "Portsmouth",
Off the Barrier Forts, near Canton,
December 6th 1856.

Sir,

Agreeably to your orders, the fascings and malls of the Canton Barrier Forts recently captured, together with the embasures commanding the river have been utterly demolished.

This duty has been effectively performed by Commander Bell of the "San Jacinto," assisted by Lieutenant Williamson of that ship, - who was the officer in charge of the boat sounding near the largest fort, on the 16th instant, when the leadman was shot, - together with other officers and men belonging to the storming parties engaged in the capture of the forts.

The mines, one hundred and twenty-five in number, were formed by opening to the foundation in a diagonal direction from the inside of the fort to the tier resting on the spikes, - leaving that as a solid foundation where the powder was to be placed for the explosion. Fifty pounds of powder were used for each mine. Nearly every explosion was effective in upheaving or starting the wall from its base, and rendering the embasures on either side wholly useless. This work was performed in ten working days in a manner that would have been highly creditable to any Engineer. The officers, the men and a party of fifteen sailors from Hong Kong, engaged in the work, deserve the greatest credit for the manner in which they performed their laborious duty.

I am pained to add that in one instance a premature explosion took place, killing three men immediately and mounding nine more. While the Lieutenant superintending that particular mine had left it for a moment for the purpose of preparing a gun to be laid over its mouth, in addition to other night, one of the men inadvertently struck a stone lying near the powder with his crookbar, the fire from which ignited the train and caused the explosion; Joseph Gibbons, Boatswain & Mate of the "San Jacinto," Charles Beam and Edward Hughes (Boatman) of the "Portsmouth" were instantly killed. Richard Crosby and James Corliss, (Boatman) from

from the "Portsmouth" wounded; and Peter Kelor, (U.S.)
Francis Delee, (Seaman), Thomas Whitlock, (Seaman),
James Vickery, (Seaman), James Clive, (Seaman), John H.
Smith, (Seaman), and Henry Thompson, (Seaman), from the
"Levant", also wounded. The Surgeon's statement says that
the wounded will all recover.

I am very respectfully,
Your obedient servant,
(Signed-) Andrew A. Porter

Commander and
Senior Officer present, Commanding U. S. Naval Force
Off the Barrier Ports, - near Canton.

Commodore James Armstrong,
Commanding U. S. Naval Force,
East Indies and China Sea.

66

United States Ship "Portsmouth",
Whampoa, China, December 8th 1856.

Sir,

I take the liberty of presenting a brief statement of occur-
rences here in connection with our expedition within the last
two months, which, together with my official report of the
storming of the Barrier Ports, and the Commodore's papers
and correspondence which I presume will be published,
will enable you to appreciate fully our position.

I am encouraged to make this communication,
as you were not only a friend of my father, and repeatedly have
expressed very kindly feelings towards myself, but from the
high position and influence you bear in the Senate and your
superior knowledge and appreciation of Naval matters.

On the 22nd of October, while lying at Whampoa,
about twelve miles below the city of Canton, I received a letter
from Mr. Pury, our Consul there, informing me that the English
Consul was about placing a matter referring to an insult to
the British Flag, in the hands of the British Admiral, - and sug-
gesting that a force should be sent up for the protection of Amer-
ican interests. - I received this letter at 3 a. m., and at 9 a. m. I
was in Canton with a force of eighty men and officers, and
established

established myself there for the protection of American
residents in their persons and property, in the event of
a conflict between the British and Chinese authorities.
I maintained an armed neutrality, successfully preventing
any molestation by our men upon the Chinese or their
property, - till the first of November, when Commodore
Armstrong arrived. He unqualifiedly approved the course
I had adopted, and sent me, as did Captain Smith of the
"Levant", a reinforcement of officers and men. After
most of the American property had been removed from
the city after most of the American property had been
removed from the city, the Commodore, who had reached
Whampoa, sent for me, and after consultation it was
decided to send the "Levant" to Canton and withdraw
our force from the American factories. Then returning
to make this arrangement I was five times fired upon
by the forts with round shot and grape; after having
discharged my revolver at the nearest fort, I returned
to Whampoa and reported the circumstances to the
Commodore. After consultation it was decided to take
the "Portsmouth" and "Levant" to the forts, and capture,
if possible, the two which had fired upon the flag. The next
morning, when sounding in a boat, to ascertain if there was
depth of water enough for the ships, the leadman of the
boat was killed by a shot from the fort which had first
fired upon my boat. - At 3 in the afternoon, this ship
was anchored within 400 yards of the offending fort, which
had three times fired upon her before we got into position.
The Commodore was aboard. We closed the fire of four
forts for more than two hours and silenced them before dark.
The Commodore, being altogether too ill to remain, left the
ship and opened, from this place, a correspondence with
the Governor of Canton. In the mean time, as the forts were
bringing many additional guns to bear on the ships and
otherwise strengthening their means of defence, I wrote to the
Commodore, who authorized me to stop these proceedings at
my discretion, even if it was necessary to capture the fortifi-
cations. - The two ships being in position, on the morning of the
20th ultimo, at daylight, we cannonaded for an hour, landed a
storming party of 287 officers, seamen and marines, commanded
by

by myself, - Commodore Bell and Smith leading the "San Jacinto" and "Savant's" men, - dragged four homit-guns through the rice fields and made a creek wide-deep. We came upon the fort in the rear and killed some fifty or sixty soldiers in their retreat. A Chinese force of five thousand strong advanced, - but we repulsed them with the homit-guns and small arms. - Next day, we stormed two more forts, turning the guns of the captured forts upon the ones held by the enemy. In this attack a 64 lb. shot struck a boat along side of my own, killed three and wounded seven men. The following morning we stormed, in front, the fourth and last fort, under a heavy fire of round shot and grape which fell around us, - one shot passing between my own and another boat, and we striking the blades of the oars. I ordered three chums, and we opened upon them with Minie rifles which turned the Celestials to the right about. They soon rallied, and, with a force of a thousand or more soldiers, advanced, - but were repulsed by the homit-guns and small arms. - Since then we have undermined and entirely demolished the fortifications. One hundred and twenty six guns were captured, spiked and their muzzles knocked off. The total loss to our force was six killed and twenty-two wounded. - The fighting on the part of the Chinese was better than ever before, they supposing that our small force could be overcome.

The officers and men have displayed great courage and courage; and, altogether, the affair went off, as we hope, creditably to those engaged and in a manner that will prove satisfactory to the Government and people at home.

There may be opposition to our course in some quarters, - but it would seem that if ever a case could arise authorizing the prompt use of force, this was such an one. Our flag was there first upon without the slightest provocation. I told the Commodore that we ought to correspond, in regard to the matter, only with guns. - When at Canton I was extremely cautious not to infringe our neutrality by any offensive act towards the Chinese. I went so far as to issue a circular ordering with the following clause; -

"The American Forces are here for the special protection

of

of American interests, and the use of the American flag in any other connection is strictly forbidden."

The Governor in his correspondence with the Commodore has given no satisfaction, and therefore we have taken it by ultrety demolishing his forts. We now says that he also desires peace, - and matters look more pacific, at least till the pleasure of our Government is known. American merchants here, and missionaries too, unanimously regard our course as having been necessary to show the Chinese that the Americans are as powerful as some other nations, with whom they have been in conflict. It is the first display of American Force in China, and it was desirable that it should be effectual.

I have now given you a hurried statement of the matter, - begging the favor that you will correct any misapprehension on the subject, in the States, and will stand by us with the ability and nerve with which you vindicated us poor members of the Naval Relieving Board.

It is difficult for those who have not resided in China to form a just idea of the pride of Chinese officials, and of the deliberate insults with which, as a consequence, all foreigners are treated. In Canton this feeling of hatred and contempt for foreigners is especially strong, - not only among the officials but also among the people generally, who are encouraged and confirmed in it by their rulers. See proclamations issued by the Governor General of the Province, since the commencement of the English demonstrations, rewards have been offered for the heads of all foreigners, who are styled "barbarians" and "foreign devils" without distinction of nationality. I cannot doubt, from this fact and from the persistency with which the Governor for a long time defended the attack upon our boat, that that outrage was deliberately planned.

Have the honor to be, very respectfully and truly,
your obliged friend and servant,
(Signed) Andrew H. Folsom.

Hon. John M. Clayton,

U. S. Senate, Washington, D. C.

I enclose herewith from a Hong Kong newspaper, containing the narrative & impressions of an English eye-witness of our work.

67

United States Ship "Palmworth,"
 Hampton, December 12th 1856.

Sir,
 I have the honor to enclose herewith a "quarterly return of Ordnance Equipments and Stores."

I am, very respectfully,
 Your obedient servant,
 (Signed) Andrew A. Foote
 Commanding.

Captain Duncan R. Lupton,
 Chief of Bureau of Ordnance and Hydrography
 Washington, D.C.

68

United States Ship "Palmworth,"
 Hampton, December 12th 1856.

Sir,
 Agreeably to your orders I submit herewith a statement of damages received by this ship during the cannonading with the Canton Barrer into on the 16th, 20th and 21st ultimus.

Gunner's Department.
 A shot struck No 8 gun, shivering the forward bracket which split the shot, - one piece baying steep in the outer surface of the gun, and another indenting the gun near the trunnions.
 Five handspikes broken.

Carpenter's Department.
 Eleven shot holes in hull. One struck the stern awndolips, carried away three of the battery plank, - (two inside and one out,) - passing through oakhead, - carried away Captain's book-case smashed lamp, - and cut off the hand and fractured the thigh of a Marine. One struck the taffrail: the plank has been renewed. One struck port quarter gallery, cutting plank badly and carrying away half port. One

struck

struck port quarter, eight inches above water line: we have put new plank on here. One in port gangway, - an eight inch shot, - carrying away part the plank and shivering two timbers. One struck Starboard corner, shivering both plank and timbers. One struck main chains, carrying away a chain plate and shivering badly the plank. One struck forward scupper, shivering both scupper and plank: and one a foot forward of this, causing much damage. The Spritail yard was struck and rendered useless. The Samson was struck below the water line, - the shot going through both sides and carrying away planking and timbers, - severely damaged the boat, and smashed an ammunition boat containing loaded shells. More than nine shot grazed the ship.

Boatswain's Department.

For Stays shot away: Port forward guy, for lift, main back, main drier, for clew ziggen and several smaller ropes.

Sail Maker's Department.

Bunt of main Royal shot away and in shot in the smoke sail.

- Forty seven shot struck the ship in her hull and rigging.

I am, very respectfully,
 Your obedient servant,
 (Signed) Andrew A. Foote,
 Commanding.

Commodore James A. Anderson,
 Commanding U. S. Naval Forces,
 East Indies and China Sea;
 Hampton.

69

United States Ship "Petersworth,"
 Hampton, December 12th 1856.

Sir,

I respectfully request that Acting Postwain Paul Alkinson may receive his warrant, - he having most faithfully and most satisfactorily served the prescribed period of six months probation required before being a warranted ^{Postwain} ~~gunner~~ in the service.

I add with great pleasure that Mr. Alkinson successfully exerted himself in working cables and hawsers and keeping the ship in position during our cannonading with the Canton Barrin Forts. He is highly worthy of the office of Postwain.

I have the honor to be, very respectfully,
 your obedient servant,
 (Signed) Andrew H. Foote
 Commander.

Hon. James C. Dobbin,
 Secretary of the Navy, Washington.

70

United States Ship "Petersworth,"
 Hampton, December 12th 1856.

Sir,

I respectfully request that Acting Gunner James A. Gates may receive his warrant, - he having most faithfully and most satisfactorily served the prescribed period of six months probation required before being a warranted Gunner in the service.

I add with great pleasure that the efficient battery of this ship, in the late cannonading with the barrier forts, show the admirable condition of the Gunner's Department, and does the greatest credit to Mr. Gates.

I have the honor to be, very respectfully,
 your obedient servant,
 (Signed) Andrew H. Foote,
 Commander.

Hon. James C. Dobbin,
 Secretary of the Navy, Washington.

71

United States Ship "Petersworth,"
 Hampton, December 12th 1856.

My dear Mr. Sheppard,

I have this instant received your kind note and I most heartily reciprocate the friendly sentiments it contains. It is with deep regret that I find you detached from this ship, - not only on account of your agreeable social qualities, but as an officer of whom I am pleased to say that he has always performed his duty with great zeal and intelligence. I hope in a few months to find you back with us, and that we may take home in the "Petersworth" all the officers who were attached to her when we left our homes. - That your course in the Navy, so creditably begun, may continue till you command a fleet.

is the hope of your friend
 (Signed) Andrew H. Foote. - Farewell, and
 Acting Lieutenant Francis E. Sheppard,
 Commanding Steamer "Annie Pa."

72

United States Ship "Petersworth,"
 Hampton, December 12th 1856.

My dear Mr. Blanchard,

I have received your note, kindly referring to my services within the last month, and to the valuable mementos previously sent me, with emotions of the liveliest gratitude and pleasure. Such an appreciation from one whose opinion I value as highly as I do yours is more than a compensation for the services I have rendered. Your acknowledgments, having been the first, will always be received with the most pleasurable feelings. - To the officers and men with me at the forts, as well as to the Commodore who directed the operations to be performed, I owe the results accomplished. It becomes comparatively easy to do what I did, with the countenance and support I had.

- For your zeal, and readiness with which you were always ready to render your personal services, which encouraged us all in the performance of our duty, I am,

With great respect & esteem
 your servant and obliged friend
 (Signed) Andrew H. Foote.
 H. P. Blanchard Esq.,
 U. S. Vice Consul, Hampton.

United States Ship "Portsmouth",
Hong Kong, December 16th 1856.

My dear Commodore

We arrived at midnight on Saturday, in tow of the "Millaunette". On Monday I went ashore to make arrangements for a supply of ammunition, - found 400 shells; of these I take three hundred, which will still leave this ship about six hundred short. The "Levant" has her full complement; - and the Flag ship, with what you have aboard and the one hundred we leave for you, I presume will then have much nearer your complement than we will have.

I have also run up our Launch on shore, and otherwise we are pushing on to get ready for sea by the 1st proximo.

I have to day called on the French Admiral and Sir John Bowring, - the latter sends his kind regards and says he hopes now, as the factories are destroyed, we will make common cause with his countrymen. I answered him as I believe you would have done.

Considerable excitement prevails here in consequence of the firing of the factories, and numberless rumours and speculations are afloat.

The "Calcutta" and "Hawkin" cheered us, as we passed them at the Bogue, - which we of course returned. -

Hoping that you are rapidly recovering from the effects of the blow on your leg, and with kind regards to Bell, Wood and all my friends aboard, I am,

Respectfully and very truly,

Your friend,

Ripened / A. H. Foote.

Commodore James Ansell,

Commander in Chief,

H. H. H.

Whampoa.

Please tell Capt. Bell I'll write him soon by letter
(Sgd.) A. H. F.

United States Ship "Portsmouth",
Hong Kong, December 15th 1856.

My dear Captain Bell:

In reference to our conversation a few days since, on the subject of the "Levant" grounding and your not being able to get her off in time to participate with us in the cannonading with the Spanish Forts on the 16th ultimo, I beg further to say, - that you had the pilots aboard who possessed a knowledge of the shoal and narrow channel, in which there was not water sufficient, in many places, to float the ships except at the highest tide. - It was only by having a powerful clew, which dragged this ship a foot through the mud, that enabled us to reach within gunshot of the forts: had we have had your little steamer, of only 24 horse power, I know that we should not have been able to pass over, or even have reached so high as, the shoal on which you grounded.

No officer in the Navy could have exerted himself more skilfully and perseveringly in getting his ship afloat than you did; and, after having succeeded at high water on the next tide in getting her off, you brought her up rather nearer the forts than this ship was lying, and kept your position afloat, ready for opening on the enemy, while this ship was aground most of the day.

As your gallantry was as conspicuous, in storming the forts, as to excite the admiration of all present, and to have been, since, the subject of conversation among several of the foreign residents in my presence, - in this place I will say no more on the subject than to express my lasting obligation to you, for services rendered, at the Spanish Forts, which could not have been exceeded, to say the least, by any officer in the Navy.

Respectfully and very truly,

Your devoted and friend,

(Signed) Andrew H. Foote.

Commander Henry H. Bell

Commanding U. S. Steamship "San Jacinto",
Whampoa.

75

United States Ship "Portsmouth"
Hong Kong, December 28th 1856.

Gentlemen,

You will hold a strict and careful survey on the articles in the Purser's Department referred to in the preceding request of Purser John V. Dobbin, and report to me, in triplicate, the condition and quantity of the same.

I am, very respectfully,
your obedient servant,

(Signed) / Andrew N. Foote
Commander.

Lieutenant William G. Mason,
Lieutenant Roddison G. Maturough,
Lieutenant George E. Belknap.

76

Sir,

I enclose herewith a list of vessels boarded by this ship, since our arrival in China.

I am, very respectfully,

your obedient servant,
(Signed) / Andrew N. Foote
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China Sea.

77

United States Ship "Portsmouth"
Hong Kong, China, December 27th 1856.

My dear Sir,

It was with the deepest sorrow that I learned through the papers a month since, of the decease of your son Madison Rush. We were most agreeably associated professionally and socially, during the cruise of the U. S. Brig "Pocahontas" on the Coast of Africa. When ordered to this ship, I made every effort to obtain orders for him as our executive officer during the present cruise. Your son held a proud position in the service, and his death is sincerely mourned by a large circle of Naval Officers. To a father and other relatives, I can well imagine the extent of the bereavement. May God administer to you and to them the consolations of his grace, and lead his friends to acquiesce in this dispensation of removing one who, though loved and lamented here, has gone to a world where ill health and other troubles of this life are unknown.

I am respectfully and very truly,
your servant and friend,

(Signed) / Andrew N. Foote

Hon. Richard Rush,
Philadelphia.

77

United States Ship "Portsmouth"
Hong Kong, China, December 27th 1856.

Sir,

I respectfully request that a medical survey may be held on the following named persons:

Joseph Skole, 3rd class apprentice boy,
George H. Wilson, 3rd class apprentice boy,
Henry Moon, Seaman,
Joseph A. Conlett, Ordinary Seaman,
James R. Wiley, Ordinary Seaman,
Thomas O'Neale, Seaman,
Peter Canino, Ordinary Seaman,
Richard Crosby, Ordinary Seaman,
John Lake 1st, Boatswain's Mate,
Thomas Pyno, Ordinary Seaman,
Patrick Melvin, Private, (Marine.)
John F. Thompson, Private, (Marine.)

I am, very respectfully,
Your obedient servant,

Signed, - / Andrew H. Fook, /
Commander.

Commodore James Armstrong,
Commanding U.S. Naval Forces,
East India and China Sea.
Hong Kong.

78

United States Ship "Portsmouth"
Hong Kong, December 30th 1856.

My dear Sir,

I enclose an extract, referring to yourself, from Mr. Bacon's letter to the New York Times. This letter gave a detailed account of our operations at the Paoiee Kots, and, as it was sent by the supplementary mail of the 25th or 28th ultimo, it will be extensively read at home.

I have not seen any portion of this or other letters of Mr. Bacon designed for publication, except the enclosed extract which was read to me on my referring to the attacks made upon you by the papers. - I mention this, as he is my clerk, that I may not be considered as in any way identified with his letters, or the sentiments they contain. I will say, however that I have much confidence in his judgement generally, and in his good taste.

I should have been much pleased to have seen you and Mrs. Parker before leaving for Shanghai, but as we leave the 1st or 2^d proximo, I shall not be able to run over to Macao, - where so many of my friends have found a city of refuge in their troublesome times, - till we return from the Northward.

My respects and kind regards to Mrs. Parker; also to Dr. and Mrs. Williams, and my missionary friends.

In haste, Respectfully and very truly
your servant and friend,

Signed, - / A. H. Fook.

His Excellency
Peter Parker,
U.S. Commissioner,
Macao.

79

United States Ship "Polemon";
Hong Kong, December 27th 1856.

My dear Sir,

I have received, through our friend Mr. Williams, the pattern of your circular right dress, for which, with your kind letters, I am exceedingly obliged to you.

We are all highly pleased at hearing from you and your dear family, to whom we shall always feel under the deepest obligations for making our visit at Batavia so pleasant. We have no idea, while on the station, of meeting again so hospitable a reception or of being associated with so many agreeable and intelligent persons as we found in our Dutch friends at Batavia. - You, yourself, fully come up to our ideal of an American representative abroad. I have urged upon the Commodore to send down to Batavia, and, were it not for the unsettled state of China, he, no doubt, would soon make you a visit: as it is, he promises to call in on his return home, a year or eighteen months hence.

I am pleased to find that our affair at the Barrier Fort has impressed you so favorably. The English are liberal in awarding us great credit, without being disposed to criticize the matter unfavorably.

In the Commodore's absence, I took eighty of our officers and men to Canton, for the protection of our interests, during the difficulties pending between the English and Chinese, and there, for three weeks, we maintained an armed neutrality. The Commodore arriving approved my course. Having gone down to consult with him on the policy of taking one of the ships abreast of the city, and when returning in my boat with Sturgis and others, we were five times fired upon, by the first fort with round shot and grape, but, almost miraculously, escaped being sunk. The next day we corresponded with guns with the offending forts. The first day the "Polemon" alone stood their heavy fire for two hours, when the Chinese ceased firing. Three days afterwards, a storming party of eighty-seven officers and men, from the three ships with their commanders, under my command, captured the nearest fort. The next day two more fell into our hands, and, at daylight the following morning, we possessed the fourth

fourth and last fort, in front, and showed round shot and grape. Our loss was seven killed and twenty-two wounded, - small indeed at the odds against us.

We leave on the 1st or 2nd proximo, to look into Shanghai, Foo-chow and Amoy, all of which places are in commotion.

We are in tolerable health. I would write you more freely, but sailing soon with other matters keep me under a pressure of business.

To Mrs. Reed and all the members of your kind family, remember me and all of our officers, for we are their debtors for the most agreeable time we have had, or hope to have, while on the station. Also give our kind regards to all our Dutch friends with you, also to Arthur &c.. Tell the boys I wish they had been with us to see the fun. Don't forget to see Mrs. Root when you are in the New Haven.

Yours lastly, -

Very truly your friend,

Alfred A. Reed Esq.,

United States Consul,

Batavia, Java.

80

United States Ship "Portsmouth"
Hong Kong, China,
December 30th 1856.

Sir,

Enclosed is a charge and specification of charge which I have drawn up against Carpenter's Mate Mr. P. Young of this ship. I respectfully request that a Court Martial may be ordered for the trial of said Carpenter's Mate.

I am, very respectfully,
your obedient servant,
Signed - / Andrew H. Foote,
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China sea.

Charge and Specification of charge prepared by Commander Andrew H. Foote, United States Navy, Commanding U. S. Ship "Portsmouth", against William P. Young, Carpenter's Mate and serving on board said U. S. Ship "Portsmouth":

Charge - Disobedience of orders.

Specification -

In this that the said Carpenter's Mate William P. Young, during the evening of December 30th 1856, between the hours of 5 and 7 o'clock P. M., when ordered by Lieutenant Simpson, Officer of the deck of the "Portsmouth", to unship the fore and aft pieces of the main hatch, did positively refuse to obey the order: and upon being ordered afterwards by Lieutenant Matcomb, the first Lieutenant, to unship the said fore and aft pieces, the said Carpenter's Mate Young did again positively refuse to obey the said order: and the said Carpenter's Mate Young, upon being ordered by Commander Foote, the Captain of the ship, to unship the said fore

fore and aft pieces, the said Young did again refuse to obey the aforesaid order.

Signed - / Andrew H. Foote,
Commander, U. S. N.

United States Ship "Portsmouth",
Hong Kong, China,
December 30th 1856.

81

United States Ship "Portsmouth"
at sea
January 5th 1857.

Sir,

I have the honor to enclose herewith a list of officers attached to this ship; also reports of Enlistments, Transfers, Discharges, Punishments, Deaths, Desertions and Deserfers arrested or surrendered, to the 4th instant inclusive, - together with the 1st Lieutenant's quarterly report of the Apprentice boys -

I have the honor to be,
very respectfully,
your obedient servant,
Signed - / Andrew H. Foote
Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington,
D. C.

82

United States Ship "Portsmouth",
at sea,
January 8th 1857.

Sir,

Enclosed herewith are the records of Summary
Courts Martial in the cases of William Fyfe, (Seaman),
and Michael Kelly, (Ordinary Seaman).

I have the honor to be,

Very respectfully,

Your obedient servant,
/Signed-/ Andrew H. Foote

Commander.

Hon. James C. Dobbin,
Secretary of the Navy,
Washington, D. C.

83.

Order

In consequence of the severity of the weather and
our short stay in this place, the Boatswain and Gunner
will keep the fifth watch: three officers will relieve each
other on their day's duty, but will not relieve a Lieutenant,
(except the fifth when going on watch,) - or, in other words,
they will keep the fifth watch and no portion of the Lieutenant's
and four watches.

The two Captains of the Mizzen top will keep
watch as quarter-masters, while in this port.

/Signed-/ Andrew H. Foote,
Commander.

To

Lieutenant William H. Macomb,
1st Lieutenant and Executive officer
U. S. Ship "Portsmouth".

Shanghai, China,
January 27th 1857.

84

United States Ship "Portsmouth",
Shanghai, China,
January 31st 1857.

Sir,

Your letter of yesterday's date, enclosing a copy
of a communication from the Vice Consul at Ningpo
in reference to the protection of the United States
citizens in that city, and intimating your readiness
to forward to him my decision on the subject, has
been received.

My orders from the Commander in chief
of the squadron are to make a short visit at Shanghai,
then to proceed to Foochow and there to remain
for a few days, afterwards touching at Amoy while
en route for Hong Kong.

I fully appreciate the circumstances
in which our citizens are placed, in Ningpo, and
accordingly will deviate from my orders so far as to
touch at that place on our run down the coast,
affording such protection as may be necessary.

I have the honor to be,

Very respectfully,

Your obedient servant,

/Signed-/ Andrew H. Foote
Commander.

R. C. Murphy Esq.,
United States Consul,
Shanghai.

United States Ship "Portsmouth"
Shanghai, February 2nd 1857.

Dear Sir,

I take the liberty of addressing you in reference to my clerk, Mr. George Bacon, whose father being an intimate friend of yours, as well as Mr. Bacon himself being a young gentleman of merit and desirous of soon entering upon a theological course of study, will, I am satisfied, induce you to do all that you can consistently to forward his views.

Mr. Bacon came out with me as clerk mainly for the purpose of re-establishing his health; this has so much improved, and being apprehensive that by spending another summer in this climate he may lose all that has been gained, I have suggested to him to leave for the United States as soon as practicable. He fully concurs with me, but, like most clergymen's sons, his finances are not in such a state as will enable him to pay his passage home. - Under these circumstances it has occurred to me to lay his case before you, with the hope that in these critical times you may have dispatches for the government that will render it proper to entrust them to a bearer of Mr. Bacon's reliability, whose intelligence and observation ought to enable him to explain more fully your views to the government, or rather to give a more detailed account or explanation of things in China than could well be communicated in your correspondence. If this suggestion be favorably entertained, Mr. Bacon will be prepared to leave for the United States, under your orders, at any time, after the middle of March, that you may wish to send him.

Our passage up was long and boisterous, - shorter, however, than most of the clipper ships sailing when we did. Affairs are in a satisfactory state here: there is, however, quite a sensation among our citizens at Ningpo, arising from a difficulty between the Canton

boatmen

boatmen and the Portuguese, and several of the missionaries, in consequence, have already come to this place. I purpose, therefore, as soon as the ship can be made ready for sea, so far to deviate from my orders as to visit that port, and, in person, ascertain the cause of alarm, and afford such protection as circumstances may require.

I have the honor to be,
respectfully and very truly,
Your servant and friend
(Signed) Andrew W. Foote.

His Excellency

Peter Parker
United States Commissioner
China.

United States Ship "Portsmouth"
Shanghai, February 7th 1857.

Sir,

Your letter of the 4th instant, requesting that three prisoners may be received on board the "Portsmouth," for the purpose of being taken to the Consul at Hong Kong and afterwards delivered over to the U. S. Commissioners at Macao, has been received.

When lying at Whampoa, in the month of October, I received a prisoner from the Consul at that place, who for want of a suitable place of confinement, was kept on board of the "Portsmouth" till we sailed from Hong Kong on the 1st of January, and was then transferred to the ship "Savant". I had in the mean time requested the American Consul to take charge of him: he declined, as I believe, on the ground that he had no place to confine him. The Commodore then expressed to me the opinion, with which I fully concurred, that our ships ought not to be made prison ships or receptacles for prisoners, except in special cases, other than those belonging to the squadron.

If the Consul at Hong Kong would receive the prisoners, and we are bound direct for that place, it would give me great satisfaction to comply with your request.

request. But, for the case assigned, showing the little probability of getting clear of the prisoners if they come on board, especially as the jails at Hong Kong and Macao, at the present time are overflowing with prisoners, I consider it my duty to decline receiving them.

I have the honor to be,

Very respectfully,

Your obedient servant,

/Signed-/ Andrew H. Foote

Commander.

Robert C. Murphy, Esq.,

U. S. Consul, Shanghai

87

U. S. Ship "Portsmouth,"

Shanghai, February 7th 1857

Sir,

Enclosed are copies of letters and papers which I have this day forwarded to Commodore Armstrong at Hong Kong.

I have the honor to be,

Very respectfully,

Your obedient servant,

/Signed-/ Andrew H. Foote

Commander.

The Honorable

The Secretary of the Navy,
Washington, D. C.

88

United States Ship "Portsmouth,"
Shanghai, February 6th 1857.

Sir

We arrived at this port on the 28th ultimo, after a boisterous passage of gales and head winds, after twenty-seven days from Hong Kong and eighteen days to the mouth of the Yangtze River. Our copper about the starboard bow became so badly rolled, nine or ten feet from the water's edge as to have rendered it necessary to run the ship "bowed on" to the bank of the river, which at low tide has enabled us imperfectly to repair it. This, with other repairs will detain us three days longer than I had anticipated for our arrival. We sail on the 10th instant for Ningbo with which place I consider it my duty to communicate in consequence of the state of affairs as explained in the enclosed letters. From thence I purpose proceeding to Foo-chow and Amoy then on route to Hong Kong, agreeably to your instructions.

The difficulties at Canton and in its vicinity have not extended to this place. Our citizens here pursue their respective vocations unmolested.

I enclose a correspondence between the Consul and myself in relation to three prisoners whom he requested might be taken on board the "Portsmouth."

I am, very respectfully,

Your obedient servant,

/Signed-/ Andrew H. Foote

Commander.

Commodore James Armstrong

Commanding U. S. Naval Forces,

East India & China Sea.

89

United States Ship "Portsmouth"
Shanghai, February 9th, 1857.

Sir,

Mr send from this ship come invalided men by the "Romance of the sea", which vessel will have arrived in New York at your receiving this communication.

I am, very respectfully,
Your obedient servant,
Signed - / Andrew H. Foote
Commander.

Commodore Abraham B. Sigsbee
Commanding Naval Station
New York.

90

United States Ship "Portsmouth",
Shanghai, January 25th 1857.

Dear Sir,

The kind invitation contained in your note of the 24th instant has just reached me. Although suffering severely from one of my periodical headaches, I hasten to reply that I am quite disposed to avail myself of your hospitality during my stay at Shanghai.

I have heretofore always declined accepting similar invitations, except when on duty at Canton, when I enjoyed the hospitality of Messrs. Russell & Co., at that city. But my state of health, joined to the advice of the surgeon, induces me the more willingly to depart from my usual custom.

I am very truly,
Your obliged servant and friend
Signed - / Andrew H. Foote,
by George B. Bacon, Capt^l Clerk.

Edward Cunningham Esq.,
Shanghai.

91

United States Ship "Portsmouth",
February 16th 1857.

Sir,

Agreeably to the intimation in my letter to you from Shanghai, I proceeded on the 10th instant, with this ship for the city of Ningpo: arriving off the river Yang on the 13th instant, I proceeded with six officers in two armed boats up the river a distance of fifteen miles from the ship and reached the American Consulate in Ningpo the same day.

I found quiet restored among our citizens and they on good terms with the authorities of the place: in fact the Faontai or Governor of the city and province had called on the Consul a few days previously, expressing his readiness to do all in his power to protect the American residents from being molested.

It seems that the difficulty which led some of our countrymen to leave the city and the remainder to consider themselves insecure, arose from a petition to the Faontai on the part of the Canton boatmen for permission to attack with a view of utterly exterminating, the Portuguese, who were charged with capturing their boats and pirating upon their property. The feeling against the Portuguese Consul, who was also charged with aiding lawless Portuguese boats in their depredations, was especially vindictive. It was for several days apprehended that even the authorities of the place would not be sufficient to restrain the Cantonese in their designs upon the Portuguese. Under these circumstances the Consul says that our citizens have no security against an outbreak at any moment which would involve all foreigners with the Portuguese, unless a man-of-war for a good portion of the time is lying off the city, - the local authorities not having the ability if they have the disposition to prevent the threatened attack on the Portuguese boatmen and residents. -

The day following our arrival I called with the Consul and our own officers on the Faontai, who received

received us with a mandarin salute of three guns and gave us an entertainment. He professed a desire to remain at peace with us and said that the past and future difficulties had been and would be confined to the Portuguese alone.

After an absence of two days we returned to the ship, and, agreeably to your orders I am now proceeding to look after our interests in the city of Foo-chow.

I am, very respectfully,
Your obedient servant,
/Signed-/ Andrew H. Foote
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces
East Indies and China Sea.

92

United States Ship "Polemonth,"
Pagoda Anchorage, Min River, February 28th 1857.

My dear Mr. Sloan,

I am exceedingly obliged to you for having secured the services of the old pilot for us, who personally called on me last evening. I am also as much indebted to you for the promised copy of the latest chart of the river; for, although the Captain of the Race Horse kindly promised me the use of his, I would much prefer to lay myself under the obligation to a countryman, especially one of the firm of Russell & Co., from whom I have received so many kind attentions.

Very truly,
Your friend and servant
/Signed-/ Andrew H. Foote.
William S. Sloan Esq.,
Puchau.

See page 111-1

United States Ship "Polemonth,"
Min River, March 6th 1857.

93
Sir,

I arrived with this ship at the Pagoda anchorage on the 23rd ultimo, and afterwards proceeded up the river to the city of Foo-chow. In communication with our Consul and citizens I found them free from the apprehension that the Canton difficulties, at present, would extend to that place. In company with the Consul and six of our officers I called on the Prefect, who expressed the wish that friendship and peace would prevail between our respective governments.

The Consul availed himself of the number of officers present to call the attention of the Prefect to the proclamation of the Treasury, which directs that Mexican dollars shall be received in payment of duties at par with the Chop dollars. He also reminded the Prefect that the time had expired when the man who murdered Mr. Cunningham was to have been punished.

Our sick list is still large, many of the crew continuing to suffer from dysentery, notwithstanding the cold weather experienced at Shanghai. This may be attributed to the climate, the effect of which has been especially severe, owing to the exposure of the men for several weeks on shore in Canton and subsequently at the Barrier Forts. For these reasons, expedited to the active services of the vessel during the past year, and not being able to exercise our battery as often as otherwise, as the water ways or binding streaks are worn under the forward gun trucks, in some places seven nights of rain, and in other places the deck arm down to the binding bolt-steepl, besides the decks, walls and other parts of the ship being deflection. I do hope that we may be relieved a year hence, or, if not, that orders may be received for us to sail for the United States in March 1858.

We left the pagoda anchorage yesterday morning, but, for want of wind and water, anchored at midnight. This morning we dropped down to the mouth of the river, and from here I shall sail for Amoy, as soon as the wind and tide will enable us to get over the bar.

I am, very respectfully, your obedient servant,
/Signed-/ Andrew H. Foote, Commander.
Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China Sea.

94

United States Ship "Polemonth"
Mien River, March 6th 1857.

Sir,
The following named invalided men were sent from this ship when at Shanghai, to New York in the clipper ship "Roman of the sea," viz-

Thomas Taylor, (O. S.) - Good character, is entitled to an honorable discharge. He was wounded in storming the Barrier Forts, near Canton, on the 20th of November 1856.

Thomas O'Meara, (Seaman,) Good character, and of health should be restored would be entitled to an honorable discharge.

Henry Taylor, (Seaman,) Good character - old and entitled to the privileges of the Naval Asylum.

Blair Cannon, (O. S.) - Indifferent

James P. Wiley, (O. S.) - Permanently disabled.

Joseph H. Wilson, (3rd class app.) - Permanently disabled.

George H. Wilson, (3rd class app.) - Indifferent.

Have the honor to be, very respectfully,
Your obedient servant,
(Signed) Andrew W. Foster,
Commander.

The Honorable

The Secretary of the Navy,
Washington, D.C.

This letter was sent in place of that on page 109.

95

United States Ship "Polemonth";
Off Amoy, March 11th 1857.

Sir,

I arrived with this ship at the Pagoda anchorage twelve miles below Kichow on the 23rd ultimo, and afterwards proceeded up the river to that city. In communication with our Consul and citizens I found them free from the apprehension that the Canton difficulties, at present, would extend to Kichow. In company with the Consul and six of our officers I called on the Prefect who expressed the wish that friendship and peace would prevail between our respective governments.

The Consul avoided himself of the number of officers present to call the attention of the Prefect to the proclamation of the Treaty, which directs that Mexican dollars shall be received in payment of duties at par with the Chop dollars. He also reminded the Prefect that the time had expired when the man who murdered Mr. Cunningham was to have been punished.

Having spent twelve days in Kichow, I proceeded on the 8th instant to Amoy, - there called on the Viceroy or Governor, in company with the U. S. Consul, who professed the same desire for the preservation of peace and friendly intercourse as the authorities at the other ports had expressed. - As there was nothing special requiring a longer stay in Amoy, - although the Consul and our citizens were very desirous that we should remain for a month, - we sailed this morning for the purpose of rejoicing you at Hong Kong, agreeably to your orders to return as soon as the nature of the service upon which I was sent would admit.

I have now visited all the ports in China, South of Canton, opened to us by treaty, and am happy to inform you that I found our Consuls and citizens on good terms with the authorities; still, in case difficulties should arise between the authorities and foreigners of any nationality, it would involve our citizens, as the Chinese rabble in such cases becomes exasperated against all foreigners. Hence it is desirable that a man-of-war should be in these places, or at least in frequent communication with them. The ports of Kichow and Ningpo especially require a steamer of a light draft of water, - not exceeding twelve or thirteen feet, - as the vessels now composing the

the squadron cannot reach within twelve miles of these places, - independently of the strong currents in the rivers rendering the navigation hazardous to sailing ships of a large draft of water.

Our sick list is still large, - many of the crew continuing to suffer from dysentery, notwithstanding the cold weather experienced at Shanghai. This may be attributed to the climate, the effect of which has been especially severe owing to the exposure of the men for several weeks on shore in Canton and subsequently at the Pootung Forts. - When in Shanghai, I added to the list of the invalided men, condemned by the Medical survey in Hong Kong, the names of Peter Cameron, (U. S.), and Thomas O'Malley, (Seaman,) and sent those men to the United States with the other invalids who took passage for New York in the "Romance of the Sea". They had been disabled for months, - the former from dysentery and the latter from disease of the eyes, - both of whom, in the opinion of the Surgeon, were not likely to recover on this station. I am sorry to add that we have quite a number of other cases, especially of dysentery, where the men have been restored to duty, but, on exposure to bad weather or hard service, have had a second and third attack of the same disease.

I am, very respectfully,
your obedient servant,
/Signed/ Andrew H. Foote,
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China Sea.

96

United States Ship "Portsmouth",
Off Amoy, March 11th 1857

Sir,

Enclosed are copies of reports made to the Commander of this Squadron, in reference to my visit to Ningpo, Richau and Amoy, - also a letter to the Department containing a list of invalided men, with their claims, character &c., sent to the United States from Shanghai.

I have the honor to be,

Very respectfully,

Your obedient servant,

/Signed/ Andrew H. Foote,
Commander.

The Honorable

The Secretary of the Navy,
Washington, D. C.

97

United States Ship "Portsmouth",
Hong Kong, March 19th 1857

Sir,

I enclose a requisition for a whale boat, the frame of which is in the Naval Store. It can be put up by our own carpenters without any expense.

I make this requisition as our boats are all heavy double bank boats, and the clew davits and stern of the ship are too weak for a double bank boat. This ship is allowed a whale boat for Captain's gig, and would have had one in the United States, if we could have wasted sufficiently long to have had one built.

I am, very respectfully,
your obedient servant,
/Signed/ Andrew H. Foote,
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China Sea.

98

United States Ship "Pulsumoth",
Hong Kong, March 23rd 1857.

Sir,

It becomes my painful duty again to report
Purser Dobbin to you for alleged intoxication.

Mr. Dobbin was brought aboard the
ship between the hours of six and seven this even-
ing, by a police man, (No 15,) who reported that
he, (Mr. Dobbin,) was found this afternoon on the
Queen's road, without his shoes, in a state of
intoxication; also, that he was taken to a police
station and from thence, by order of the Captain
of police, he had brought him aboard. Lieutenant
Macomb, who was on deck when Mr. Dobbin
was brought aboard, received the report of the
police man.

While Mr. Dobbin was at the police
station referred to, he was there seen by Lieuten-
ants Meluough and Belknap and by Dr. Hud-
son, who also confirm the statements of the
police man on reference to his condition.

I am, very respectfully,

Your obedient servant,

Signed - / Andrew H. Foote

Commander.

Commodore James Armstrong,
Commanding U. S. Naval Force,
East Indies and China Sea.
Hong Kong.

99

United States Ship "Pulsumoth"
Hong Kong, March 26th 1857.

Sir,

At the request of Purser Dobbin I herewith
transmit to you his commission and his letter
of resignation accompanying the Commission.

I am, very respectfully,

Your obedient servant,

Signed - / Andrew H. Foote

Commander.

Commodore James Armstrong
Commanding U. S. Naval Force,
East Indies and China Sea.
Hong Kong.

100

United States Ship "Pulsumoth"
Hong Kong, March 30th 1857.

Sir,

The proceedings of the Court Martial, in the case of
Assistant Engineer Edmund S. De Suer, having been
forwarded to you by the Judge Advocate, I have the
honor to inform you that the Court will stand adjourned
till to-morrow the 31st instant, at 10 a. m.

I am, very respectfully,

Your obedient servant,

Signed - / Andrew H. Foote,

Pres^t of the Court.

Commodore James Armstrong
Commanding U. S. Naval Force
East Indies and China Sea.
Hong Kong.

101

United States Ship "Pohamoth,"
Hong Kong, April 1st 1857.

Sir,
I respectfully request that Mr. George B. Bacon,
- the Captain's clerk, - a young gentleman of good
morals and abilities, may be appointed Acting
Purser of the U. S. Ship "Pohamoth."

I have the honor to be,
Very respectfully,
your obedient servant,
Signed - Andrew H. Foote
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies and China Sea.

102

United States Ship "Pohamoth"
Hong Kong, April 2nd 1857.

Sir,
Having finished the proceedings in the case of
Ordinary Seaman Michael Miah, the Court will
stand adjourned till 10 a.m. to-morrow.

I am, very respectfully,
your obedient servant,
Signed - Andrew H. Foote
Comm^d and President of Court.

Commodore James Armstrong
Commanding U. S. Naval Forces
East Indies and China Sea.

103

United States Ship "Pohamoth"
Hong Kong April 10th 1857.

Sir,
Enclosed are the quarterly returns
of advances, equipment, and stores, financial
reports, and the Executive Officers quarterly re-
port of Apprentices, together with the anti-graph
(in duplicate) of Acting Purser Geo. B. Bacon.

I am, very respectfully,
Yours Obedient Servant,
(Signed) Andrew H. Foote
Commander.

Commodore James Armstrong,
Commanding U. S. Naval Forces,
East Indies & China Sea.

104

U. S. States Ship "Pohamoth"
At Sea, Lat^d 18° N. Longitude 120° E.
April 15th 1857.

Sir, You are hereby appointed Captain's
Clerk of the U. S. Ship of War "Pohamoth."

I am, respectfully,
Yours Obedient Servant,
(Signed) Andrew H. Foote
Commander.

Wm. Geo. W. Herbert.

United States Ship Portsmouth
At sea Latⁿ 12° 16' Long^w 111° E April 21st 1857

Sir

It becomes my duty to report to you that the copper is partially off on the port side of this ship - commencing near the stem six feet below the waterline and extending parallel to the stem towards the keel a distance of some eight feet in length and three feet in width.

We discovered this loss of copper during the motion of the ship in a sea-way a few days since.

I am, very respectfully,
Yours obedient servant

(signed)

Andrew H. Foote
Commander

To

Commander J. A. Munton

Comd'g U. S. Naval Forces

East India & China Seas

Hong Kong

United States Ship Portsmouth
Singapore May 8th 1857

Sir,

In consequence of the great expenditure of shells in our attack upon the Canton Barrier Forts, which have been but partially replaced I have not continued the target practice as directed by the Ordnance Instructions since that period. In fact our men are so well trained and familiar with gunnery from the experience they have had at the guns that any further expenditure of ammunition for the present seems unnecessary.

The lieutenants of the ship on the passage out manifested great interest in the exercise of them; at target firing, and much credit

credit is due the executive Officer Lieut Maccomb for his unceasing efforts in getting the ship in all respects ready for action at the early part of the cruise.

I am very respectfully
Yours obedient servant

(signed)

Andrew H. Foote
Commander

Captain Duncan N. Ingraham
Chief of Bureau of Ordnance & Hydrography

28. As we have fired six or eight shots to the Washington. Lt. C. authorities are present all of whom nearly have visited the ship, and as our powder is short, I shall here purchase 500 lbs of saluting powder.

United States Ship Portsmouth
Singapore May 3rd 1857

Sir,

Agreeable to the orders of Commodore Armstrong Comd'g the U. S. Naval Forces in the East Indies and China Seas, I have come hither with the ship under my command for the purpose of obtaining full information for the use of the government of the United States, upon the facts and principles involved in the case of the barque "Hecurietta Maria". This vessel as I am informed, after having been abandoned at sea by her Officers and most of her men, was taken possession of by the Master of the American ship "Columbia" on the 25th of February last, in a perilous and in a constructively piratical condition - owing to the Captain and Officers being missing, and one hunting, at least, since the vessel had left her last port - her occurrence, and was brought to this place (Singapore) for adjudication. Adjudication not being declined by the authorities, and the said barque having by Consular Authority hoisted the American flag, that flag, was forcibly hauled down by a British civil officer - while an armed boat crew sent from the British frigate "Spartan" was lying alongside of the barque "Hecurietta Maria", after which act the said

said barge without a register - the conclusive proof of nationality was wrested from the saloon of which by the common law of England have a right to retain possession of the goods saved until the proper compensation is made to them; and delivered to a Dutch man of war, for the purpose of being taken to Batavia. I respectfully request in view of this statement, that your Excellency will furnish me with an account of the proceedings towards the "Henrietta Maria", while she was lying in this port.

I have the honor to be
Very respectfully,
Yours Obedt Servt
(signed) Andrew H. Foote
Commander - U.S. Navy.

His Excellency
Edward A. Blandell Esq
Governor of Singapore, &c.

108

United States Ship Portsmouth
Singapore, May 8th 1857

Sir,

I am informed in a communication dated the 6th inst. addressed to me by the Honor^{ble} the Governor of Singapore in reference to the case of the barge "Henrietta Maria" that no intimation had been made to him of Mr. Anthon's having been nominated as Vice Consul during your temporary absence on official business at Buang, but that he was a perfect stranger to him.

And secondly, that upon your return you had not apparently deemed it your duty to address any representation to him, written or verbal on the subject.

I shall deem it a favor if you will inform me particularly concerning this, as I am replying

to the Governor's letter.

I am, very respectfully,
Yours Obedt Servt
(signed) Andrew H. Foote
Commander.

Thomas Biddle Esq
Consul of the United States of America
for Singapore & its Dependencies.

109

United States Ship Portsmouth
Singapore roads, May 8th 1857

Sir,

Your letter of the 6th inst. furnishing me with an account of the proceedings towards the barge "Henrietta Maria" from the time of her arrival in this port in charge of the Saloon, until she was given into possession of a Dutch man of war by the local authorities, has been received. I fully appreciate the promptness of your reply, the full information it contains, and the good spirit manifested towards the our flag and American interests. But as the case is one involving important principles and as it appears from the copy of a relevant correspondence, now before me, that there has been a misapprehension on your part, on several important points, I deem it my duty again to address you Excellency on the subject.

In the second paragraph of your communication, you say that the resident Commissioner

intimated

intimated to the agent for the Salvors. Miss Williams
 Authon & Co. while the police would take charge
 of the ship:.... and that an officer of the Marine
 Police, with a party, was placed in charge with
 orders to see that nothing was taken from the
 vessel. In the fifth paragraph you say, "From the
 time of her arrival in this harbor, to the time
 she was handed over to the Dutch man-of-war
 the 'Heuretta Maria' was, as stated in the second
 paragraph of this letter, in charge of the Marine
 police of this port, and not in that of the
 American Consulate." On these points I remark:
 From the copy of the correspondence between
 Miss Williams Authon & Co. and acting Vice
 Consul Authon and the Hon^{ble} Mr. Somers
 Mr. Kendie, President Councillor, a request had
 been made to the President Councillor on the
 part of the agents for the Salvors to have the
 case of the 'Heuretta Maria' investigated im-
 mediately as there were one hundred Chinese
 Coolies on board, and as nothing definite can
 be ascertained as regards the ^{late} missing Captain
 and Officers, and we fear the ends of justice
 may be frustrated, should any of the Coolies
 escape from the vessel as she now lies in the
 harbor." To this letter the President Councillor
 replies, "I have to inform you that instructions
 have been given for two gun boats to guard
 the 'Heuretta Maria', and not to permit
 any Chinamen to approach or leave without
 the written permit of the Officer on board."
 The Marine Ministry has been ordered to
 proceed on board forthwith and investigate the
 case.

I have to request you to render him
 every assistance in examining the ship's book.

From this correspondence, as well as
 from the fact of the capture with dragoon of the
 police force from the vessel soon after the Coolies
 and especially as the papers, except the missing
 register

register, were retained at the American Consulate,
 it appears that the vessel remained (under Consular
 direction) in charge of Mr. Crawford, the Chief Officer
 of the 'Colurdeagon', who had brought her into this
 port, and that she was not at any period in charge
 of merely received protection from the police au-
 thorities for a limited period and for a specific pur-
 pose.

The first part of the third paragraph
 of your letter refers to an application sent from
 the Dutch Resident at Rhus on behalf of the gov-
 ernment of the Netherlands India for the delivery of
 the barque 'Heuretta Maria' for adjudication in
 the court of law at Batavia, &c. Also to a pri-
 vate note of the President Councillor to Miss Williams
 Authon & Co. and to the protest of this firm.

I had your Excellency personally super-
 vised or minutely examined into this case,
 I am quite confident, with the highest legal
 authorities of England and America on the
 subject of the salvage before you, that the barque
 'Heuretta Maria', irrespective of the question of
 her nationality, would have been placed in the
 Vice Admiralty Court of Singapore for final
 adjudication. In addition to the opinion of
 Abbott the English authority cited in my letter to
 you of the 5th inst, that by the Admiralty law of
 England the Salvor is entitled to retain pos-
 session of the goods saved until a proper com-
 pensation is made to him for his trouble, a high
 American authority (Ston) says: - "As soon as
 they (any persons at sea) take possession of prop-
 erty for the purpose of saving it, if they find
 a ship derelict at sea, or if they recapture it, or
 if they go on board a ship in distress, and take
 possession with the consent of the Master, or other
 person in possession, they are deemed bona fide
 possessors, and their possession cannot lawfully
 be displaced. They have a lien upon the property
 for their salvage, which the laws of all maritime
 countries will respect and enforce."

As to the authority of an Admiralty Court to decide a case of salvage, where the foreign interests meet in an English Court the legal authorities already quoted together with many others, not only show the law to be clear upon the point, but in addition I would refer to the late case decided by the Vice Admiralty Court in Hong Kong in re *Mosoon*, where salvage was awarded when the parties were Americans and Russians. In this case the point was raised that the saved property and owners thereof and saloons being all foreigners the Vice Admiralty Court, had no jurisdiction, but the Chief Justice over ruled the objection and salvage was awarded.

Messrs Williams, Cuthon & Co. and acting Vice Consul Cuthon conceived that a grievous wrong would be done the saloons in case the *Helenetta Maria* as intimated in the letter of the Resident Councillor on the 14th of March last, should be transferred to the Dutch and sent to Batavia for adjudication, they entered their protests as will be seen by the letter from them dated 14th March 1857 addressed to Mr Cuthon as Vice Consul, a copy of which (marked A) is enclosed herewith for the purpose of expressing in the strongest terms in their power their powder of the illegality and the injustice of such transfer of property from a disinterested to an interested Court for adjudication; and this without giving to the saloons any legal security for their claims in the event of the loss of the vessel by sea or otherwise while on her passage to Batavia, to say nothing of the manner in which the property was wrested from the saloons of which high legal authorities already cited, show them in right to be sole possessors till their claims for salvage should be awarded in the Vice Admiralty Court, where the vessel was first carried.

In the latter part of the 3rd paragraph of

of your letter you state, in reference to the Master Attendant going on board and finding the American flag flying at the peak of the *Helenetta Maria*, that a letter was addressed by the Resident Councillor & Messrs Williams Cuthon & Co. pointing out the illegality of hoisting the American Colors on board the *Helenetta Maria*; This is probably a mistake as Messrs Williams Cuthon & Co. inform me that they have received no communication whatever from the Resident Councillor in reference to the illegality of hoisting the American flag on board the *Helenetta Maria*. The acting Vice Consul Cuthon received a letter from the Resident Councillor, of the 18th March in which he says: "As you mention the *Helenetta Maria* will not be given over to her rightful owners the Dutch (Mr Crawford) merely being a saloon and the claimant of her and as I now see the American flag has been hoisted on a Dutch bottom thus implying that she is a seizure of U.S. subjects, I think it right to inform you that it is tantamount to an act of piracy &c." From this letter it would appear that the Resident Councillor did by implication at least, acknowledge Mr Cuthon as Acting Vice Consul; and having acknowledged him as such and the Master (Mr Crawford) having informed the Master Attendant that he had Consular Authority for hoisting the American flag at the peak of the *Helenetta Maria*, it would seem that the conduct of Acting Vice Consul Cuthon, if intimated as was intimated, should have led the authorities here to suspend him from Consular functions - As regards to Article 4th of the Treaty of 1815 between the U.S. and Great Britain which says: "And it is hereby declared to be lawful and proper that in case of illegal or improper conduct towards the laws or government, a Consul may either be furnished according

according to Capt. if the laws will reach the case, or be dismissed or even sent back. The offended government ascribing to the other than reasons for the same."

From the enclosed copy of an affidavit (marked B) it appears that after Mr. Crawford had refused permission to the Master of the "Spartan" to haul down the American flag when flying at the peak of the "Housetta Maria," that an armed boat, with the Master, Lieutenant, and was sent alongside from the British frigate "Spartan" and that in anticipation of this being used in case of resisting the British Civil Officer, that officer was permitted to haul down the American flag, which act he did without further opposition, after which act, the "Housetta Maria" was handed over to the Dutch Privateer, and proceeded in her charge to Batavia.

In the 6th paragraph you disclaim any want of respect to the American flag or to the rights of American Citizens &c. I am quite satisfied that your official conduct in the matter, was actuated by high motives, as well as that of Sir William G. Coote, Captain of the British frigate "Spartan," who promptly came on board this ship, on the day of our arrival, assuring me that he had no idea of reflecting upon the American flag, or damaging our interests in the least degree, in securing the boat as requested, by the authorities alongside the barque "Housetta Maria." In the same paragraph of your letter referred to is made to the acting Vice Consul being unknown to you personally, and that you had withdrawn your appointment from Mr. Biddle.

Mr. Biddle informs me, as the copy of the enclosed letter (marked C) will show, that in calling on you to take his leave he verbally announced that he had appointed Mr. Anthony,

as

as Vice Consul during his absence. I have myself seen the appointment of Mr. Anthony, and had a question then arisen as to his authority so to act, in the absence of Mr. Biddle, the appointment authorizing that right would have been presented.

In the concluding paragraph of your letter, you refer to Mr. Biddle on his return not adding any representation to you verbal or written on the subject of the "Housetta Maria." Mr. Biddle informs me by the enclosed copy of the letter (marked C) that his reasons for not referring to the matter were, in brief, that the Vice Consul had already, inside the protest, his acts had been ignored by the authorities and all was done in the case that could be done, and that nothing was left for him but to approve the course of the Vice Consul and to forward an account of the transaction to his Government.

While it is not, strictly speaking, in the province of a Commander of an American Privateer to enter upon a discussion and pronounce an opinion on the proceedings of a foreign government, yet where such proceedings are considered as involving the rights of the Citizens and the flag of the United States, and when it is deemed to be the highest authority that the obligation of adjudication and of protection to Sailors is imposed upon the Sovereignty into whose Admittance waters a refusal is carried, and when the Sailors have their interests finally transferred to an other power and when the flag of the United States by Presalar Authority is displayed over such interest (as a refusal without a register and in a constructively piratical character as exhibited in the enclosed copy of a deposition (B) as the last and strongest protest and

and then that flag hauled down by a British
Civil Officer, I do consider it to be a duty to
remunerate, and to protect against such pro-
ceedings, and accordingly I do remunerate
and enter my solemn protest against the
Course which the authorities of Singapore
have adopted in the case of the Barque
"Henrietta Maria"

I am the honor to be
Very respectfully

(signed) Andrew H. Forte
Commander U.S. Navy

His Excellency
Edw and Geo Blundell Esq
Governor of Prince of Wales Isl.
Singapore and Malacca.

Very Officially
Singapore May 5th 1854

Dear Sir,

We arrived in this port
on the 3rd Inst. after a passage of 20 days
from Hong Kong. Being confined with a
severe sick head ache yesterday I did not
leave the ship. The Delagations were hauled
down the sides of the Barque "Henrietta Maria"
brought here by the Mate of the "Cin de Lion"
which vessel had picked her up at sea, came
aboard and expressed his regrets that any dif-
ficulty should have occurred with that vessel.
He asked if we would expiate and if we
might say to the Governor that I would call
upon him. I saluted yesterday morning and
am now on my way to call on the Governor.
Sir Wm. Harte Comdg the British frigate "Spartan"
sent a Lieut. at daylight on the morning of our
arrival and at 4 P.M. called himself and spent
two hours or more with me. He says that his men
did not go on the deck of the vessel that he deplores
the whole matter and disavows utterly any design
of having acted as accomplices part. These things do
not affect the character of the transaction any far
than to show that those implicated so far
seem to regret their course. Sir William says
the Governor is responsible. I can't tell until
I see the Governor, what course I shall take
in the matter. Protects ye have gone home.

I am sorry to say that we find our
Copper much more off than I reported, and if
you could spare it would be well for
us to run up to Calcutta and be docked.

In haste, respectfully,
Yours

(signed) A. H. Forte
Commander

Commander James Armstrong
Comdg U.S. Naval Forces
East India & China Sea

III.

U. S. Ship Portsmouth
Singapore, reads May 14th 1857

Sir

I herewith forward a copy of a correspondence with the Governor of Singapore and its dependencies in the case of the barque "Henrietta Maria", together with a copy of Commodore Armstrong's instructions to me on the subject.

Mr. Riddle our Consul exhibits ability and promptness in the discharge of his duties, and appears to give full satisfaction to all interests here. While he did not consider it in his province to enter upon a correspondence with the authorities on his return, after the Vice Consul had entered protests and expressed his views in the case of the "Henrietta Maria", he has nevertheless as fully sustained the course of the Vice Consul, as if it had been his own in the premises. I say this in justice to Mr. Riddle, as the concluding paragraph of the Governor's letter to me intimates that Vice Consul Cuthbert's course may not have been approved by Consul Riddle.

An occasional visit of a man of war even to ports in British India evidently has a good effect upon our commercial and social relations.

I shall leave Singapore with the Ship on the arrival of the overland mails from Bombay and Hong Kong, proceeding direct to Hong Kong in case the treaty with Siam does not arrive. Should the treaty arrive, I shall obey the Commodore Armstrong's orders open his despatches from the department on the subject and unless it is required of him personally to attend to the business, I will leave immediately for Siam and there carry out the instructions accompanying

accompanying the treaty.

I have the honor to be
Very respectfully,
Your Obedt Servt
(signed) Andrew H. Foote
Commodore, U.S.N.

Hon^{ble}:

Essex Tower
Secretary of the Navy
Washington, D.C.

P.S. No reply has been received from my last letter to the Governor. This may arise from his Excellency having left a few days since on a visit to Penang.

May 17th I also forwards copies of my instructions from Commodore Armstrong, together with a letter from Consul Bradley the bearer of the treaty. I had determined before receiving the Commodore's letter of the 1st inst, as will be seen by my letter of reply to Mr. Bradley, to proceed with him to Siam. This I shall still do, believing that the Commodore will approve of the ship going there when he learns the reasons, determining my decision in the matter.
(signed) A.H.F.

112

U. S. Ship "Pottsmouth"
Singapore May 15th 1857

Sir,

I have forwarded copies of the accompanying correspondence to the Secretary of the Navy.

The Governor has been absent from Singapore for several days and could not have replied to my second communication to him even had he desired to do so.

Mr. Bradley the former Consul here and now the Consul at Ning Po has arrived in the steamer of to day with the Siam treaty. He brings no despatches for you; but as it is important that a man of war should take the Consul to Siam and by her presence give effect to the ratification and as there is a clause which the Senate rejected, in the treaty as drawn up in Siam, it seems to be still more desirable that I should proceed with the ship, and accordingly I shall sail for Bangkok on the 21st or earlier in the event of Mr. Bradley being prepared to leave before that time.

I am,

Very respectfully,
Your Obedt Servt.

(Signed) Andrew H. Foote
Commander.

Commodore James Armstrong
Comd'g U. S. Naval Forces
East Indies & China Sea.

113

U. S. Ship "Pottsmouth"
Singapore May 15th 1857

Sir,

Agreeably to your request in consideration of the reasons assigned in your letter of this days date, I shall be happy to give you a passage ^{in this ship} to Bangkok for the purpose of facilitating the ratification of the treaty between the United States and Siam.

I am, very respectfully,
Your Obedt Servt.

(Signed) Andrew H. Foote
Commander.

Charles W. Bradley Esq.
U. S. Consul
Ning Po

114

United States Ship "Pottsmouth"
Singapore May 20th 1857

Sir,

The accompanying papers, Mr. Eginton wishes to have laid before you for examination with the hope you may be able to promote his wishes.

I have not had time to look over the papers and if I had done so I could then have done no more than to forward the papers to you.

I am, very respectfully,
Your Obedt Servt.

(Signed) Andrew H. Foote
Commander.

Commodore James Armstrong
Comd'g U. S. Naval Forces
East Indies and China Sea.

115

U. S. Ship "Portsmouth"
Singapore May 19th 1857

Gentlemen

Agreeably to your request of the 18th inst. I will take your treasure to the amount of \$10,000 to Bangkok - provided you will send it aboard the "Portsmouth" to-morrow, and as we stay but a few days in Siam that you will have it taken from the ship in the order a change on our arrival.

I am Very respectfully,
Yours Obedt Servt

(signed) Andrew H. Foote
Commander.

Messrs Behunyan & Co.
Singapore.

116

U. S. Ship "Portsmouth"
Singapore May 20th 1857

Sir,

At 4 P.M. this day I received a letter from the Governor a copy of which, with my reply, is forwarded herewith.

We sail early tomorrow for Bangkok with Consul Bradley the bearer of the Siam treaty on board.

I have the honor to be
Very respectfully,
Yours Obedt Servt
(signed) Andrew H. Foote
Commander.

Hon^{ble}

Isaac Toucey
Secretary of the Navy
Washington D.C.

117

U. S. Ship "Portsmouth"
Off Measam river June 15th 1857

Sir,

I arrived at Shaw with this ship from Singapore on the 27th ultimo after the shortest passage of the season, having been only six days from port to port.

As soon as circumstances permitted, I took all the officers who could be spared from duty and proceeded with Mr Consul Bradley, the bearer of the treaty, in the King's steamer to Bangkok; arriving there accommodations were provided by the government for the bearer of the treaty and the officers of the ship. At the request of Mr Bradley I was present at the first interview when the treaty was laid before the Commissioners appointed by the King and during the discussion that followed on the 5th Article which had been rejected by the Senate.

During our stay in Bangkok we were presented to both Kings and treated with the highest consideration by the Court and the higher officers of state.

The second King having made many enquiries about the ship, and manifesting a good deal of interest in fire arms, I invited him to visit the vessel, which invitation he accepted, although he informed me that no King of Siam had previously been on board a man of war of any nation. He came down from Bangkok, a distance of forty miles, on the 12th instant, with a suite of some twenty princes and nobles and remained during the greater part of the day. The following morning at 6 A.M. he returned with most of his retinue and remained till 3 P.M. We exercised the battery at general quarters, fired a royal salute, got the ship underweigh, manœuvred the yards, in short extended to him all the honors due the head of a state or nation.

The Kings having sent fire wood, lamp oil, rice, sugar, dried fish and fruit to the ship, for which the receipt of payment being positively declined there was no alternative but to appropriate the articles to the use of the ship and to the ships company.

The

The treaties between the United States, England, France, and Siam are fast developing the agricultural resources of the country through the channels of commerce. Rice and sugar are the staple products of the Kingdom. The rude sugar mills still in use cause the loss of about one third in the manufacture, notwithstanding this sugar is so abundant and so cheap, being three or four dollars per hundred for the best quality, that several vessels are loading with canoes for the Elanited States, while the export of rice to China is at the present moment very great, there being in port six American, besides a number of vessels of different nationalities loading for Hong Kong.

The culture of Sugar as well as most of agricultural and mechanical labor in Siam is performed by the Chinese who here as well as throughout the Indian Archipelago and the coast of the Malay Peninsula are to be found in great numbers manifesting the habits of industry and thrift so general in their native country.

Mr Bradley's plan of the treaty will furnish the State Department with the general statistics of American commerce in Siam since the British treaty took effect April 6th 1856. It is due the American missionaries to say that owing to their indirect influence as you aware favorable treaties have been negotiated. Previously to their settlement in the country the Siamese were almost as exclusive in their commercial policy as the Japanese. Consul, the Rev. Mr. Watson, in consequence of his personal popularity with the King and Officers of State, his knowledge of the language and business habits, has exercised a stronger influence upon the government and people than any foreigner and to him we are chiefly indebted for the highly favorable impression which prevails in Siam towards Americans.

I regret to inform you that the copper on the Ship's bottom continues to come off as you will see by the copy of the enclosed letter to me from

from the 1st Lieut, and as the worms are so destructive in these waters, I deem it my duty to add that the preservation if not the safety of the ship even requires that she should soon be docked and the copper replaced.

The health of the Officers and crew is comparatively good.

Not feeling justified under the circumstances in remaining here with the ship longer than the instant, I have informed Dr. Bradley, now in Bangkok, that I shall positively sail on that day and sooner provided he can in the mean time effect the exchange of the ratifications of the treaty.

I am very respectfully
Yours Obedt Servt
(signed) Andrew H. Foote
Commander

Commodore James Armstrong
(Commanding) U. S. Naval Force
East India & China Seas

118
Captain Foote respects to His Excellency the Governor of Singapore and would be most happy to accept his polite invitation at dinner on Thursday (were it not necessary to sail for Bangkok early on the morning of the same day) with the Consul bearing our treaty to Siam.

20th Ship Portsmouth
Singapore 20th May 1857.

119

U. S. Ship Portsmouth
Hong Kong June 30th 1857

Sir,

Enclosed are seven copies of let-
ters addressed to Commodore Armstrong.

I have the honor to be

Very respectfully

Yours Obedt Servt

(signed) Andrew H. Foote
Commander

Hon^{ble} Isaac Towner
Secretary of the Navy
Washington, D. C.

120

U. S. Ship Portsmouth
Singapore May 20th 1857

Sir,

I have just received your letter of
this days date acknowledging the receipt of mine
of the 8th inst. at Malacca.

I wished to convey the idea in my letter
of the 8th inst. and which I believe you will find
the language of the letter itself sustaining, that al-
though fully acquitting you and Sir Wm. Hoate
personally, from any feeling of hostility or disre-
spect to the American flag or American inter-
ests, that nevertheless, as my letter of protest shows,
an indignity to the flag as well as an injustice to the
sailors had been committed in the proceedings
towards the barque "Consettia Maria."

I have the honor to be

Yours Excellencies

Most Obedt Servt

(signed) Andrew H. Foote
Commander U. S. S.

His Excellency

Edward A. Plundell Esq
Governor of Malacca & Singapore & Malacca

121

U. S. Ship Portsmouth
Hong Kong June 2nd 1857

Sir,

I shall be happy to
afford you a passage to Ning Po in this ship in
case you desire it.

I am very respectfully
Yours Obedt Servt

(signed) Andrew H. Foote
Commander

Charles W. Bradley Esq
U. S. Consul at Ning Po

122

U. S. Ship Portsmouth
Hong Kong June 2nd 1857

Sir,

On our arrival at this port, yesterday,
after a passage of 10 days from Cham, I received
your orders of the 15th instant, saying, "Should
D^r Bradley our Consul at Ning Po, desire it,
you will proceed in the Portsmouth with him
to that port, and after having landed him,
will proceed to Foo Chow."

"On your arrival at Foo Chow you
will select a safe anchorage for your ship
and will remain there until you receive further
instructions from me. It is my desire to keep
the Portsmouth at anchor in fresh water un-
til I can hear from the Department its in-
tentions in regard to her."

From the enclosed letter of D^r Bradley
you will perceive that he informed the State
Department, previously to leaving the United
States, that he should proceed to Shanghai
before

before going to Ning Po, I shall therefore, under your orders to take him to Ning Po, if he desires it, take him to Shanghai. I am the more constrained to do this for the purpose of having an interview with you personally, with reference to the condition of this ship; - the inefficiency, if not the unsafety of which, - arising from the loss of her copper, - may be inferred from the copies of letters enclosed from the 1st Lieutenant and Carpenter, as well as from this my own communication.

It is now not quite six months since we discovered that the copper was off the ship's bottom in any quantity; - a period of time which experienced and intelligent ship masters and others have informed me, to the extent to which a vessel can safely go without copper, where the worms are so destructive as they have proven to be in these seas and in these rivers. It was not until our passage to Singapore, in April that my attention was called to the loss of copper on the port side of the ship, which has since been materially increasing; - although while in Shanghai, as reported to you under date of February 6th, we ran the ship's bows up in the mud, and, by careening her, replaced sixteen sheets of copper off on the starboard bow, from the water line to half the distance of the stem and keel.

The "Devant" has already been docked at Shanghai, while her copper and that of this ship was unquestionably started when we were aground in the Canton river during our service there last autumn. This ship although drawing one foot more water than the "Devant" can as easily be taken into dock as that vessel; as I am informed by Captain Smith of the "Devant" and by Captain Potter the superintendent of the dock itself, that there is a foot greater depth of water in August than at the time the "Devant" was docked. Besides were it necessary to lighten the ship even to the draft of the "Devant" she could

could easily be buoyed up by water casks. This being the case, and the efficiency if not the absolute safety of the ship being thus readily secured, and as it will be necessary in any event to replace the copper and examine the ship's bottom before she leaves the station, I respectfully request that she may now be docked at Shanghai, or that you will now order a survey upon the vessel.

As an Officer entrusted by Government with the command of a valuable vessel with her crew, I deem it to be my imperative duty to call your attention, as I have here done, to the condition of the vessel and to the importance of her being docked and thoroughly examined; and also to state officially, in writing in reference to the second paragraph of your letter quoted herein, as I have already done verbally, that this ship with her great draft - larger than any man of war which has ascended so far the river Min; - struck in February last and was exposed to a total loss while going up to the Pagoda anchorage, which is nine miles distant from Foo Chow; and that I should not, if again ordered to Foo Chow, think of taking the vessel up the river at all, unless specially ordered by you to do so. [see my report of March 11th]. - as it would involve the hazard of losing the ship, there having been four ships of this size lost within that vicinity in a short period of time; but that I should anchor, either at the island of the White Dops, or at Sharp Peak at the mouth of the river, until the typhoon season, now commenced rendered anchorage unsafe at these places.

I am very respectfully
Yours Obedt Servt
(signed) Andrew H. Foote
Commander

Commodore James Armstrong
Comd'g U. S. Naval Forces
East India & China Seas.

123

U. S. Ship "Portsmouth"
Shanghai August 6th 1857

Sir,

I have the honor to enclose charges and specifications of charges, against the following named men serving on board this ship.
Sgt. John Dyer, James Chappel, (Seaman)
Michael Kelly, George Danks, (C. Seaman)
Thomas Dally, (Landsman) and Marines.
Privates John Donnelly, Thomas Mc Cain
and Dennis Mc Farthy.

I am, Sir, Very respectfully,

Your Obedt. Servt

/signed/ Andrew H. Fiske
Commander.

Commodore James Armstrong
Commanding U. S. Naval Forces
East Indies & China Sea
Shanghai.

Charges and specifications of charges,
prepared by Commander Andrew H. Fiske,
United States Navy, Commanding U. S. Ship
"Portsmouth," against John Dyer, Seaman,
and serving on board said U. S. Ship "Portsmouth."

1st Charge. Disobedience of orders.

Specification. In this, that the said John Dyer, (Seaman) and serving on board the U. S. Ship "Portsmouth," while lying in the Dry Dock at Shanghai, on the 23rd July 1857, did make an assault upon one of the crew of the said "Portsmouth," and when ordered to assist by the first Lieutenant and Officer of the deck of the ship, did refuse to do so.

2nd Charge. Desertion.

Specification. In this, that the said Dyer, at the time and place specified in the first charge, after having been forcibly separated from the man upon whom the assault was made, did make his escape from the ship, while preparations were being made to confine him and other men.

3rd Charge. Contempt to his superior, being in the execution of the duties of his Office.

Specification. In this, that the said John Dyer, after his return to the ship, and while

while in confinement, was, on the 24th & 25th days of July, abusive and threatening in manner and language, to the 1st Lieutenant / in command / saying, "I'll pay you for this. I'll remember you." or words to that effect.

/ signed / Andrew F. Forte
Commander.

U.S. Ship "Portsmouth".
Shanghai August 6th 1857.

Charges and specifications of charges, preferred by Commander Andrew F. Forte, United States Navy, commanding U.S. Ship "Portsmouth", against James Chappel, Seaman, and serving on board said U.S. Ship "Portsmouth".

1st Charge. Disobedience orders.

Specification. In this, that the said James Chappel, Seaman, and serving on board the U.S. Ship "Portsmouth", while lying in the Dry Dock at Shanghai, on the 23rd of July, 1857, when ordered by Lieutenant Belknap, Officer of the deck, to the mast, did refuse to go, and was forcibly taken to the mast by the 1st Lieutenant and several Marines.

2nd Charge. Desertion.

Specification. In this, that the said James Chappel on the evening of the 23rd of July 1857 did get out of irons, and escape to the shore from confinement.

3rd Charge. Treating with contempt his superior, being in the execution of his office.

Specification. At the time and place specified in the first charge, the said Chappel was in language and manner abusive to the first Lieutenant, and did say to John Dyer, Seaman, who was about that time being carried off to the mast, that he Chappel would not be forced off in that manner, or words to that effect.

/ signed / Andrew F. Forte
Commander.

U.S. Ship "Portsmouth".
Shanghai August 6th 1857.

Charges and specifications of charges preferred by Commander Andrew F. Forte United States Navy, commanding U.S. Ship "Portsmouth", against Michael Kelly, Ordnance Seaman, and serving on board said U.S. Ship "Portsmouth".

1st Charge. Desertion.

Specification. In this that the said Michael Kelly, Ordinary Seaman, and serving on board the U. S. Ship "Pottsmouth", when lying in the Dry Dock at Shanghai on the 23rd of July 1857 did leave the ship without permission.

2^d Charge. Treating with contempt his superior while in the execution of his office.

Specification. In this that the said Michael Kelly, on the day specified in the first charge, after having been brought on board, and when confined for the offense aforesaid, was abusive and contemptuous in his language and manner to the first lieutenant of the ship calling him a damned rascal and other opprobrious names.

(signed) Andrew H. Foote
Commander

U. S. Ship "Pottsmouth".
Shanghai August 6th 1857.

Charges and Specifications of Charges preferred by Commander Andrew H. Foote United States Navy commanding U. S. Ship "Pottsmouth" against George Davids (Ordinary Seaman) and serving on board said U. S. Ship "Pottsmouth".

1st Charge. Desertion.

Specification. In this, that the said George Davids, Ordinary Seaman, and serving on board U. S. Ship "Pottsmouth" while lying in the Dry Dock at Shanghai on the 23rd of July 1857, did desert from the said ship.

2^d Charge. Theft.

Specification. In this, that the said George Davids, at the time and place specified in the first charge, did steal, or take with him, the sum of fifty dollars or more belonging to William Clark, Master at arms, and serving on board said U. S. Ship "Pottsmouth".

(signed) Andrew H. Foote
Commander.

U. S. Ship "Pottsmouth".
Shanghai, August 6th 1857.

Charges and specifications of charges, prepared by Commander Andrew F. Forte, United States Navy, Commanding U.S. Ship "Portsmouth", against Thomas Daily, a man, and serving on board said U.S. Ship "Portsmouth".

1st Charge. Assault of a superior officer.

Specification. In this, that the said Thomas Daily, Landsman, and serving on board the U.S. Ship "Portsmouth", when lying in the Dry Dock at Shanghai on the 23rd of July 1857, did resist and assault, acting Master Mate in Army, while preventing and bringing on board the said Thomas Daily, who had left the ship without permission; and moreover while being confined, the said Daily, at the time aforesaid, did resist and assault the Master, akorns and others employed in confining.

2^d Charge. Desertion.

Specification. In this, that the said Thomas Daily on the evening of the 23rd of July 1857 did get out of irons and make his escape to the shore from confinement.

3^d Charge. Treating with contempt his superior, being in the execution of the duties of his office.

Specification. In this, that the said Thomas Daily, whom ordered into confinement at the time and place set forth in the first charge, did curse the first Lieutenant of the ship, and did also disobey the orders of the 1st Lieutenant.

(Signed) Andrew F. Forte
Commander

U.S. Ship "Portsmouth"
Shanghai August 6th 1857

Charges and specifications of charges prepared by Commander Andrew F. Forte United States Navy Commanding U.S. Ship "Portsmouth", against Private John Donnelly, a Marine and serving on board said U.S. Ship "Portsmouth".

1st Charge. Drunkenness.

Specification. In this, that the Marine John Donnelly, and serving on board the U.S. Ship "Portsmouth", when lying in the Dry Dock at Shanghai on the 29th of July 1857 did get drunk.

2^d Charge. Treating with contempt his superior, being in the execution of the duties of his office.

Specification. In this, that the said Marine Donnelly, upon being confined for the offense aforesaid, at the time and place specified, in the first charge, did make use of abusive and contemptuous language to Lieutenant Kirkland, of the Marine Corps, and to the corporal of the guard, saying to the former, that he was of no use in Canton, as he could not there do his duty, or words to that effect, and to the latter, that he was a damned old son of a bitch; and furthermore the said Donnelly, did strike at the Corporal, when coming over the gangway.

3rd Charge - Desertion

Specification. In this, that the said John Donnelly Marine, on or about the 30th day of July 1857 did leave the ship without permission.

/signed/ Andrew H. Forte
Commander

U. S. Ship "Portsmouth"
Shanghai August 6th 1857

Charges and specifications of charges,
preferred by Commander Andrew H. Forte
United States Navy Commanding the U. S.
Ship "Portsmouth" against Private Thomas M.
Cain a Marine, and serving on board said
U. S. Ship "Portsmouth"

1st Charge. Drunkenness

Specification. In this, that the said Private Thomas M. Cain a Marine and serving on board the U. S. Ship "Portsmouth," when lying in the Dry Dock at Shanghai on the 23rd of July 1857, did get drunk, while on his post as a sentinel.

2^d Charge Treating with contempt his superior being in the execution of the duties of his office.

Specification. In this, that the said Marine, Thomas M. Cain, at the time and place specified in the 1st Charge, did make use of abusive and contemptuous language to Lieutenant Kirkland of the Marine Corps, saying that he was a damned coward at the "Barrier Forts," and that he was entirely unfit for his position at Canton, as his duty there devolved on the Navy Officer, or words to that effect, and furthermore the said M. Cain, added, "I belong to a crew and damn the American flag."

/signed/ Andrew H. Forte
Commander

U. S. Ship "Portsmouth"
Shanghai August 6th 1857

Charges and Specifications of charges preferred by Commander Andrew H. Foote, United States Navy, Commanding U. S. Ship "Potomac", against Private Dennis M. Farthy, a Marine, and serving on board said U. S. Ship "Potomac".

1st Charge. Drunkenness.

Specification. In this that the said Dennis M. Farthy, a Marine, and serving on board the U. S. Ship "Potomac" when lying in the Dry Dock at Shanghai on the 28th of July 1857, did get drunk.

2^d Charge. Treating with contempt his Superior Officer being in the execution of the duties of his office.

Specification. In this, that the said M. Farthy (Marine), on or about the 30th of July 1857, while on duty as a sentinel, did sit down on his post and when ordered by the Sergeants of the guard to walk his post, the said M. Farthy declared that he would sit down whenever he was tired, in words to that effect.

3^d Charge. Desertion.

Specification. In this that the said M. Farthy (Marine), on or about the 31st day of July 1857, did leave the ship without permission.

4th Charge. Assault of a Superior Officer

Specification. In this, that the said M. Farthy (Marine), when being confined on his return to the ship, from which he went as specified in the foregoing charge, did assault the Master-at-Arms with a hammer in his hand.

(signed) Andrew H. Foote
Commander.

U. S. Ship "Potomac"
Shanghai August 6th 1857

124

U. S. Ship "Potsmouth"
Shanghai August 20th 1857

My dear Sir,

I have received your note, informing me that the "Potsmouth" cannot be loaded out under \$200. I presume that Mr. Tarr is not aware that we draw hardly 11 feet, for which draft the card of Steam Co. Meters' Tonnage rates, now before me, says that she tons to Worsing 400 ft. As we are a Man of war, however, I am willing to pay \$200. for towing the Ship, but I cannot, from a source of justice to the Service and I doubt whether the Commodore and the Government would approve of the bill if I did pay more than \$200. for the towage to Worsing. If on a review of this matter \$250. be still charged, I must dispense with the services of the "Meters" and make out as we best can under circumstances.

Yours truly,

(Signed) Andrew H. Foote.
Commander.

F. D. Williams Esq.:

U. S. Naval Store Keeper

P.S. There must be a mistake about \$250 being paid for towing our Ship up, as I have not authorized such payment. I was told that the charge would be \$175. or \$200. before I engaged the Steamer, and her rates per car and table. I shall proceed definitely settled the matter.

(Signed) A. H. Foote.

125

U. S. Ship "Potsmouth"
Hakodadi, September 20th 1857

My dear Sir,

I am much obliged to you for informing me of the irregular orders given by some of our men for supplies. It appears that these orders are confined to the messes of the men, as I am told that the Officers are supplying or intend to supply themselves through you.

I have given orders that the men's messes are to be supplied through orders from the Purser. I will therefore be obliged to you if you will countermand all orders given by others than yourself.

Respectfully

Yours truly,

(Signed) Andrew H. Foote.

C. E. Rice Esq.

U. S. Commercial Agent,
Hakodadi,
Japan.

126

U. S. Ship "Potsmouth"
Hakodadi, September 21st

My dear Sir,

Will you do me the favor to send the bird cage and its tenant together with the accompanying Goblets, to His Excellency the Governor of Hakodadi, with the respects of Commander Foote of the "Potsmouth" and oblige,

Yours very truly
(Signed) Andrew H. Foote.

C. E. Rice Esq.:

U. S. Commercial Agent,
Hakodadi.

127

U. S. Ship "Potsmouth" At sea
Off the island of Nippon, Japan
September 15th 1854

Hoping that you are looking for a long letter, describing what I am seeing and experiencing in this land of comparative isolation from the rest of the world, and that you may be also interested in, and somewhat enlightened even by a synopsis of its history, I will now with as much brevity as the subject admits, lay before you the past and present conditions of Japan as described by others, as well as that derived from my own observation and intercourse with the people.

We left Shanghai, under orders for Japan, on the 22^d ultimo. The passage to Simoda, as might have been anticipated in the month of September, was long and dreary. The Sunday previous to our arrival, "breakers ahead," were reported by the lookout on the fore topsail yard. We stood on until they were plainly visible from the deck. By which time the ship was so near them, the wind being light and currents setting towards the newly discovered danger, that it was cleared with difficulty on the opposite tack. By right of discovery, as our charts showed a clear open sea in this vicinity, we named the danger "Potsmouths Breakers," which lie some thirty five miles in a South-Westerly direction from Simoda, and thirteen miles from the land immediately abreast of them. Had it been 3 A.M. instead of 5 P.M. when the danger was discovered - and we had been running at night on several occasions close in with the land, the cruise of the "Potsmouth" might have come to an abrupt termination. But a kind Providence spared our lives and enabled us on the following evening, September 5th, to anchor in the harbor of Simoda.

The appearance of the bay, in fact the entire country around Simoda is strikingly picturesque and beautiful. Deep ravines lie between the mountain ranges; while the highly cultivated ^{fertile} fields stretch up to the very hill tops. A gain, green thickets were seen creeping up the valleys; and Lawnd of verdant turf here and there overlapped the precipices. The appearance of the town it must be confessed added no beauty to the scenery which surrounds it. As soon as we had anchored a large boat came alongside with four officials, high in

rank,

rank, who in the name of the Governor, - bear in mind the quality of the Japanese, gave us a courteous and cordial welcome. Their representations were ingenuitous, and manifested a degree of intelligence and culture, corresponding to their urbanity and civility. None favorably impressed with the cleanliness of person and dress of the officials, as well as of all the men in the boat, a parasite which their celestial neighbors, in their houses, towns, and cities, as well as in person and dress might advantageously adopt.

Before describing the bay and town of Simoda, we must draw up the promised synopsis of Japanese history.

In the year 1295, the first mention of Japan was made by the celebrated traveller "Marco Polo," who, while in China, had heard of the existence of a great Island to the East of the Celestial Empire. His account of the island, accompanied by a map, had found its way to Genoa. But the marvellous story rather shocked the credulity of the Europeans, and Polo's map and statements were soon forgotten. In the 16th century, however, Christopher Columbus, was led by the accounts of Marco Polo, to believe that there must be to the Westward of Europe, great bodies of land then entirely unknown. Accordingly when the great discovery made the island of Cuba, he believed that Polo's "Jipangu" (Japan) was found.

Yipangu, as Japan was originally called, contains four islands, Nippon the largest, which embraces the capitals, Keda and Miako, the residence of the two Emperors, temporal and spiritual, together with Kiu-Siu, Little off and Kedd. These islands extend from 31° to 45° of north latitude and from 135° to 146° East longitude. We will pass over the chain of islands to which they belong, from the Co-Chos to Yamshu, atka, in the line of that arch of volcanic development surrounding the Pacific shores from Tena-del-fuego, to the Eastern Moluccas.

Japan contains 160,000 square miles, embracing a population, as near as can be ascertained of 25,000,000 souls. The physical aspect of the country as far as our cruising and maps show is that of high mountains hills and valleys. A peak between Simoda and Kedd, which we discerned far off at sea, is 12,000 feet in height. Craters of extinct volcanoes are here and there visible; while one of some activity, judging from the dense column of smoke ascending

ascending from its crater, was in full view on an island bearing to the E. of us, while lying at anchor in the harbor of Simoda. Rivers and Lakes, judging from the appearance of the country and from our maps and charts, greatly abound. If the climate, it is healthy: heat and cold are probably much the same in degree, as found in similar latitudes in places bordering on the sea; but milder than that of China and Eastern America, more like that of Western Europe, and on the shores of the Pacific ocean. Kempo, an old writer on Japan says:—"No part of the ocean is subject to hurricanes than the sea around Japan, and the hurricanes are terrific, fogs also as might be expected, are very prevalent; thunder storms are common, and earthquakes have more than once destroyed a great part of the most prosperous towns. I consider this rather an extravagant traveller's account. Although the fate of Simoda, a year or two since, when a Russian Frigate described forty circles in thirty minutes, showing her anchors on the bare bottom as the waters receded, with a wave or rush of waters, thirty feet high inundating and destroying the town, and the frequent shocks of earthquakes since, with our own experience of fogs and floods, show some foundation for Kempo's conclusions. The soil generally may be called rich and fertile. Gold, Copper, and coal, are especially abundant, judging from the quantity and estimated value of these minerals. Rice constitutes the great crop cultivated in Japan, which is of superior quality. Wheat, Barley, Beans, Buckwheat and several edible roots are carefully cultivated. The people can eat little or no animal food, as their religion forbids it. Hogs, sheep, & goats are not greatly valued, and consequently are few in number. Horses and cattle abound, being used as beasts of burden. In the industrial arts, as well as in scientific knowledge and its applications, the Japanese appear to be in advance of the Chinese. They possess some knowledge of civil engineering, of Mathematics, Mechanics and trigonometry. They have constructed maps of their country, measured the heights of some of their mountains by the Barometer: made Canals, erected water mills; and we ourselves have seen substantial stone and wooden arches, arched bridges. They manufacture clocks, mirrors and various kinds of tools. Their silver and copper coins

are

are well stamped, showing them to be good die sinkers. In fancy wood and bamboo work, they excel the Chinese, and greatly so in the art of lacquering. The varnish is prepared from the gum of the tree, which very plentifully oozes out on being punctured. After applying this varnish, it is ornamented with figures, flowers of silver and gold, as you have seen. It is said that the best specimens of lacquered ware are never sent out of the Empire. The porcelain is limited in quantity, but we have seen specimens more beautiful and delicate than are to be found in China or France. Japan women's fabrics and other articles, compare favorably with the same materials manufactured in China. Of literature and the fine arts: Javir says, in his day, there were four Academies in or near Miako, each having between three and ten thousand pupils; and that such seminaries were universal throughout the Empire. Something like a rudimentary school system exists for both sexes, where the meanest peasant is taught to read and write, and to know something of the geography of his country. Cheap books illustrated with wood cuts are very ^{common}. It is said they have books consisting of works on Science, history, biography, geography, travels, moral philosophy, natural history, poetry, the drama, and Encyclopedias. The amusements of the Japanese, like that of China, Japan, and other Oriental Nations is insupportable to European and American ears. The *Pansie*, or native guitar, is a necessary part of every Japanese lady's education; more so in fact than the piano is with us. In painting, water color only, are used. The artists are ignorant of perspective but they represent a single object with great accuracy. Their delineations of flowers, fruit, and birds are beautiful. Their colors are univalled: some of them excel anything which can be produced in Europe or America. They make castings in metals: their bells are of the richest tones, and their vases and images have more strength, solidity, and real finish than those of the Chinese. In the art of making and tempering steel, they possess some valuable secret, an extraordinary skill; their swords equal the Damascus blade; it is said they will cut a man's body in two at a single blow.

Whence came these people? formerly, it was supposed that Japan was colonized by the Chinese; but since

since

since philology had been resorted to in tracing the relationship of nations, the opinion has prevailed that they are either of Malay origin; or from the South down the river Amur, and from the Corea; others consider the Tartars to have colonized the islands. The people certainly have a greater resemblance to Europeans than Asiatics. I will however drop this subject, before getting "off sounding" with an extract from Mr. Harlan's note. This writer says, "On other argument against the descent of the Japanese from the Chinese, is drawn from the difference between the ancient religions of the two nations. If the Japanese were a colony of the Chinese they would have brought with them into these islands, the faith and worship of the mother country. But the original religion of the Japanese, by them called Shinto, is peculiar to their own country, and has not the slightest resemblance to the ancient belief of the Chinese. Buddhism exists in both countries, but is to both of recent growth, and was not introduced into either until a comparatively recent period. Besides the Japanese say that they received Buddhism not from China, but from Corea."

There are also differences in physical conformation. Although strongly marked with the Mongol type, the Japanese bear a strong resemblance to the European family; and their eyes are not so deeply sunken in their heads as those of the Chinese. Generally it may be said that the Japanese are not so strong as Europeans, but they are well made and have stout limbs. Their eyes show their Mongol origin, not being round, but elong and small. Their hair is thick, black, and shining; and their noses although not flat, are rather thick and short. Their complexion is yellowish. They seem to resemble most the inhabitants of Corea and the Ainos, on the island of Karakai. In a country so vast and so various in climate as China, there are great differences between the inhabitants of the several provinces; but in general terms it may be admitted that the Japanese are a stronger, harder and a braver race than the Chinese.

In some parts of the islands, even the common people, if dressed in our costume, might pass for Portuguese, or rather for Italians, or Sicilians. Many of the upper classes or members of the nobility, are tall, exceedingly handsome in figure and

Countenance

countenance, and are far more like Europeans than Asiatics."

Japan is governed by two Emperors, the spiritual and secular, or rather the Council of State govern in the name of the temporal Emperor. The spiritual Emperor rules by right divine, or by virtue of his descent from the gods themselves. He is nominally superior in rank to the secular Emperor, but insignificant in political importance. The veneration paid him is that of that paid to the gods; as he lives and dies within the precincts of his Court, too holy to be seen; and there we leave him. The Council of State, composed of thirteen members, have the power of deposing the lay Emperor, which renders him far less despotical than we are accustomed to regard the Emperor of Japan.

There is a strong tendency in the Japanese to dualism. These double appointments extend to all provincial posts. The functionaries may not be citizens of the towns and provinces they govern; but must have been residents of the Capital - where they leave their families. At the expiration of a year's administration, the Governor returns to Edo, being replaced by his colleague, who in turn is separated from his home. In addition to this system of espionage extends to all officials from the highest to the lowest, from the Emperor to the common soldier: a watchdog system for the officials, whatever it may be for the governed. In fact, no person in the empire is exempt from this scrutiny, at any time or in any place. The hereditary classes society are eight in number.

1st The hereditary royal princes of the Empire. 2^d Hereditary Princes. 3^d Priests. 4th Vassal soldiers furnished by the 2^d class. These four classes are the higher orders of Japanese society, and enjoy the privilege of carrying two swords, the *katana* and *chukken*; and wear a species of peacock which none of a lower class dare to put on. 5th Medical men, government clerks and the professional men and their employes. 6th Merchants and shopkeepers, who are the rich men, but cannot spend their money in a luxurious style of living. 7th Retail dealers, mechanics &c. 8th Sailors, fishermen, day laborers, and the democracy generally, who are reckoned like the lepers of old by the other classes.

The original national religion of Japan is Shinto. Of all the gods in this mythology, none seem to be the subjects of great worship, except Ten-no-dai-jin, the sun goddess, who it is asserted reigned 250,000 years. Her successor having married a terrestrial wife, left a mortal son on earth, the ancestor and progenitor of every Mikado. (Spiritual Emperor) that has reigned in Japan. It is through this Mikado that prayers are made to the "Sun Goddess," as she is too great and holy to allow of an independent approach in prayer. The Shintos claim that they are immortal. Temples are numerous. The leading creed is a vague notion of the immortality of the soul, a future state of existence, where reward ^{and punishment} following according to the character and conduct in this probationary state. Buddhism the religion prevailing so extensively in the Eastern world, was introduced into Japan near the close of the sixth century. Three sects, differing from Buddhism, are found in these islands, showing great religious tolerance on the part of the government. Christianity itself was driven from Japan near the close of the sixteenth century, on political, not on religious grounds. It ^{is} ~~is~~ ^{now} seems to have a very strong hold on the popular mind.

I will now give a brief sketch of events in Japan, connected with European intercourse, and then proceed to tell you what I have seen and what I have heard and how I have been impressed by things around me.

In the year 1542, a Portuguese ship bound to Macao, was driven in a gale so near one of the islands of Japan, as to enable her on the gale subsiding, to beat up and run safely into port. No objection was made on the part of the government to a free intercourse and trade with the ships Company, in fact an arrangement was made, before the ship's departure, by which a limited number of Portuguese vessels might come to the island with their cargoes. In the course of ten years, we find the celebrated Francis Xavier, the joint founder ^{with} of the order of Jesuits, landing a small company

of missionaries, and entering upon his work with a courage and zeal rarely equalled. Great was the success of the first missionaries in making converts. The missionaries themselves were men of exemplary lives, modest, virtuous, disinterested, and most tender and charitable to the poor and afflicted. In the course of a few years they claimed 30,000 converts. It is said that the Emperor himself, with a number of his courtiers and chiefs of the army, were strongly inclined towards Christianity, and were only prevented from embracing it by the efforts of the Shinto priests.

In the year 1598 a Dutch fleet of five sail was ordered to the East Indies, all of which, with the exception of the Admiral's ship, were lost on the passage. The pilot of the flag ship was an Englishman, by the name of Adams, who worked himself into favor with the authorities of Japan; and in return for services rendered in ship building and other ways, became a man of great wealth and consequence. Adams appears to have been a Christian, and exercised a good influence both by precept and example. The Dutch now established a factory for trade at Nagasaki. The hatred between them and the Portuguese was intense: the Dutch calling the Portuguese worshippers of wood and cotton bones, lying papists, awful idolaters, while the Portuguese retorted with the charge of vile Lutherans and accursed heretics. This hatred was one cause leading to the many sad occurrences, which followed, terminating in the expulsion of the Portuguese and bitter hatred to Christianity. Previously to this period, however, the arrogance and scandalous lives of many of the Roman Catholic priests and monks, had engendered the suspicion and hate of the government. Persecution followed, twenty six professing Christians were executed on the cross, this emblem of Christianity was trampled under foot, the schools closed, and the Christian faith declared to be infamous. The heroic constancy of many Japanese Christians to their faith is an historical fact attested by Protestant as well as Roman Catholic writers. The Dutch at length reported to the authorities, that the Portuguese and native Christians, were conspiring to overthrow the Imperial government, when

the Portuguese, by an edict, were forever banished from Japan. The Dutch by their infamous conduct gained a momentary footing at Nagasaki, with some additional commercial advantages, but were subjected to the most humiliating conditions, and were required to renounce all interest in the Christian faith. It is said of a Dutchman, during the persecution, when asked if he was a Christian, replied, 'No! I am a Dutchman.' With such representations of Christianity, who can wonder that the Japanese despise it? In pulling Christianity from Japan, it must be acknowledged that Protestants and Roman Catholics, alike, bore their part, neither can renege the other. On a vast grave where thousands of Christians were buried after the last persecution, the following inscription was set up by Imperial orders:— "So long as the sun shall ~~shower~~ the earth, let no Christian be so bold as to come to Japan, and let all know, that the King of Spain himself, or the Christian's God, or the great God of all, if he violate this command, shall pay for it with his head." But how does God wreak the wrath of man? Christians do come to Japan, and Christian missionaries will, I trust, permanently reside in Japan, after the 4th of July next, as American citizens are authorized by a late convention to become permanent residents in Simoda and Hakodadi after that period, and for offenses committed they are to be tried by American and not by Japan laws.

The English and Russians have made several unsuccessful attempts to establish themselves in Japan. The former were excluded, because "your King had married the daughter of the King of Portugal." This was in the reign of Charles the second. Within the present century, American whalers have often been wrecked off these coasts; and the treatment of the unfortunate crews, like the people, has led the Government to send men of war occasionally to the islands for the purpose of forming a treaty of amity. The U. S. Ships "Pelle", and "Columbus", with the missionary ship "Morison", have severally visited the islands, without effecting anything. So Commodore Perry, belongs the credit of accomplishing the object of our

our government by the course he pursued in Japan, with which course you are already so familiar, that nothing more than a reference to his work, on the subject, is here necessary.

With this extended account, rather than brief synopsis, of Japan, we will now return to Simoda, where I was welcomed by Mr. Harris our Consul General, with that emotion, which the seclusion for a year, from our countrymen naturally inspires. Leaving the Consul, we strolled through the town of Simoda with its thousand small houses and numerous temples, followed by a crowd of men, women, children and babies, expressing in significant ways their gratification at our presence among them.

Simoda was formerly, from its position at the entrance of the bay of Setsu, a large town where much business was transacted, but has greatly declined and certainly now had the appearance of rather a poverty-stricken place. The streets intersect each other, in most cases at right angles. Several of the houses are built of stone. Others of bamboo work, and some stuccoed with mud; while thatched huts are abundant. The roofs are generally formed of colored tiles, black and white. No chimneys are seen in Simoda, and the smoke from the cooking fires finds its way out of holes, in the upper part of the walls, left open for the purpose. The slightly constructed buildings are better adapted to the shocks of ^{heavenly} earthquakes, so prevalent in this vicinity, than a ^{heavenly} ~~land~~ material would prove. The ~~construction~~ ^{construction} of their houses far surpasses anything of the kind I have ever seen: the Quaker settlements in our country not excepted. In every house is a platform of frame work, occupying a good portion of the interior; this is matted with several thicknesses, giving it softness and agreeable elasticity; and remains unvarnished, as every Japanese on entering a house, shop or temple leaves his sandals at the door. On the platform, comprising the most of the interior of the house, the inmates eat, drink, and sleep, trade, and receive company. The elastic mat forming a comfortable lounge or bed. A slight move-
able

able or sliding bulk heads divide this platform into several compartments when required. The furniture is plain, and according to our ideas, rather limited in quantity and variety. Neither Chans, Sofas, and rarely tables are found even in the residences of the Officials. Transparent or rather thin white paper supplies the place of glass in the window sashes. The dress of the people is uniform and simple, being regulated according to the caste or class of the person. No ornaments are worn by either sex, as far as our observation extended. Even the little ^{tail} of the Governors, like that of all ranks, formed by bringing the hair from behind and the sides, to the shaven part on the forehead, is tied by a piece of silk or thread. The common people, as well as many of the Officials, seldom get beyond Rice and fish in their diet. Thus you see that the Japanese are as simple and frugal in their mode of life, as were the Spartans of old. They are the best developed, most intelligent, healthy and happy looking people we have yet ~~seen~~ ^{met} this side of the Cape of Good Hope. The married woman, I am sorry to say, blacken their teeth, which adds nothing to their attractions; while the men, boys and maidens, display snow white rows of ivory, improved in appearance by the frequent use of the celebrated "Japan powder". The streets of Simoda are fifteen or twenty feet wide, and partly paved with stone. At the sides are gutters and sewers for draining the refuse water and filth into the harbor, or small stream running through the outskirts of the town - another evidence of an advanced state of civilization over the Chinese.

While in Simoda, I made an official call on the Governor, accompanied by the Consul General and ^{four} of the ward-room Officers. Here every thing was strikingly simple, neat and clean, differing with other residences in a degree corresponding to the rank of the Officials. The Consul and myself were seated opposite their Ex.cellencies on a bench level with their ^{seats, denoting equality, while the ward room officers were placed in a row with the} Vice Governors and Officers of corresponding rank. The Sado spy was of course present taking notes of all that was said. Tea, confectionary and pipes were

were brought in, and the whole ceremony, not unlike that with which we were received by the ^{Barons} ~~Barons~~, or Governors of Ningpo, Ho Chow and Amoy - in our call upon these functionaries in February last. The Governors were well informed about our country, and evinced a strong desire to learn how the President and government of the United States regarded Japan. One of them remarked, that he hoped the day was not far distant when the Japanese would visit America. They readily admit our ~~own~~ ^{superiority}; and seem to be strongly impressed with the power of our country. The frequent presence of this power is therefore imperative, with this people, to the establishment of trade and the introduction of Christianity. The missionaries and the commercial interest, are equally benefitted by Naval protection. For, as Christianity and commerce are carried into heathen and uncivilized lands, their supervision and defence necessarily follow. The Governors were to have returned my call on the day following, but a strong wind and heavy sea, in the exposed harbor of Simoda, necessarily prevented.

We availed ourselves of this visit, to make extensive purchases in the beautiful lacquered ware of Japan. This with sundry other ^{articles} was taken from the shops to the Goyasha or bazaar, where the Officials supervising the shop keepers about equalled the latter in number. The purchases of the Officers, for themselves and presents, amounted to more than \$1000. Goods costing \$4000 in value were displayed. The price is affixed to each article, no abatement is ever made: one selects what is wanted, the list is made up by the salesmen and officers; an order is given, and payment made by weighing the Mexican dollars, which are now current minus 6 per cent, for the expense of re-carriage into the Japanese isle. The credit of equalizing the value of the Mexican and ^{Japanese} ~~of the same weight~~ ^{of the same weight} belongs to our Consul Mr. Harris. Formerly the dollar was only current at one third its weight. We are also under obligation to this faithful representative, for the adoption of the following articles by convention, in reference to which, he

he says, as the language itself will sustain, that missionaries and their families, will enjoy the right of residence in Simoda and Hakodadi, from and after the prescribed time. When liberty to preach and publicly teach the doctrine of Christianity, does not necessarily follow. Still, all American citizens, by the terms of the said convention, will then be subject to American and not to the laws of Japan. Such however is the desire to acquire knowledge among the people, that scholars of both sexes, in any number, can be secured for the purpose of being taught the English language. The future must be left to the leadings of Providence, who is evidently causing the portals of hitherto imperious, heathen and civilized lands to be thrown wide for the introduction of Christian civilization. It is to be hoped therefore, that missionaries may speedily come to Japan: they should be single ~~men~~, acting as pioneers in the great work, gradually opening the way for the introduction of the Christian family institution.

Hakodadi, Japan, Island of Yezo. Lat 41.5 N, long 141.50 E.
October

After remaining four days in Simoda we hastily ran out to sea, without a pilot in the afternoon of the 12th ultimo, with a fresh Easterly breeze, and after spending a thick moonless night, during which we were drifted forty miles by the current, found ourselves at daylight in the morning at the entrance of the passage between two Islands, lying in our course towards Hakodadi. In the run from thence, we had variable winds and until the day before our arrival clear and pleasant weather. On the 15th ult. being some fifteen miles from the land, the ship passed through a fleet of more than one hundred fishing boats, containing on an average, twelve men each. The men in the boats offered us fish and manifested no fear at our presence among them: in fact were disposed to come alongside the vessel. The evening previous to entering the straits of Sangar, the wind set in strong from the N.E. and a falling barometer at the same time indicated heavy weather. We stood into the Straits

strait's however, having tumbled reefed the topsails at 4 Am. At 10 o'clock the fog lifting and wind moderating, we found ourselves within thirty five miles of Hakodadi, the land being in sight six miles distant on either side. Light variable winds, however, prevented our entering the bay and reaching the anchorage until 6 o'clock in the evening. A boat with two or three officers, was then sent alongside by the Governor, to ascertain who we were, and why we had come to Hakodadi: on being answered, a paper in English was handed to me, prescribing certain port regulations; among them one forbidding the discharge of guns or fire arms while in the harbor. I handed the paper back to the officer, telling him to say to the Governor, that open & war fired blank cartridges in any port whenever they had occasion to do so, and that such a paper ought not to have been presented to me. An apology by the Officer, and afterwards by the Governor himself, was made, avowing that the character of the vessel was not remembered when the paper was presented.

On the Monday succeeding our arrival, I called on the Governor, with our Commercial Agent Mr Rice, and three of the Lieutenants of the ship; we were seated on a level with the Governor and his suite, denoting equality. The same cordiality and courtesy, manifested at the interview at Simoda was here observed by the authorities. After an hour or more conversation, at the suggestion of Mr Rice, I informed the Governor that I had made a request of the Commercial Agent to procure fresh beef occasionally for us during our stay in port. The Governor said that such a supply was impossible: that the law of Japan forbade it, and that fresh beef had never been supplied a foreign vessel of any character in Japan. I replied that our Consul General Mr Harris informed me, that such supply could here be procured, and that Mr Rice also had with him a letter from Mr Harris, notifying him that this arrangement had been made: also that a supply of necessaries were guaranteed in the 2^d Article of

of the treaty: and the Dutch at Nagasaki, I understood, were furnished with fresh beef. I then referred to the 9th Article of the Treaty, giving us all advantages of other nations. The Governor was informed, as we rose to take our leave, that a treaty stipulation, was above the law of the land of the respective parties; and that "I should expect a bullock alongside the 'Potsmouth'" at 10 o'clock, the following morning. On reaching the residence of Mr. Peck, an officer was sent by the Governor, to inform him that two bullocks would be sent off to the "Potsmouth" at the prescribed time, which was done. The following week, the Governor again declined furnishing the beef, but on a strong representation from Mr. Peck, a bullock was sent off the following day. Considering it possible, that the authority for him to act in this matter, might not have yet come from Yedo; and as we had so readily obtained other supplies at a cheap rate, I intimated to the Commercial Agent that no further request for beef would be made at present: but that I should report the state of the case to the Commodore on my return to Hong Kong, who would probably give definite instructions to the next man of war visiting Hakodadi, what course to take in the matter. In all other respects, the authorities have manifested a desire to do all in their power to render our visit agreeable. The Governor and suite returned my call on Saturday 26 inst: accompanied by thirteen boats, with numerous streamers flying, which, with his large guard in uniform, was a display quite creditable to Orientals. I entertained him, with suite of ten or twelve, at my table, who were more expert with the use of the knife and fork, than we had been with the "chop sticks" in our call upon his Excellency. The party freely partook of the viands, and seemed to have a high appreciation of the Champagne. It was the first time, probably, that they had partaken of a repast, upon which a Christian blessing was asked. We saluted the Governor with 13 guns, and gave him an opportunity of seeing the explosion of our shells. I permitted his officers to

take the dimensions of the ship: and have enjoined upon our Officers and men, when at liberty, to treat the people with consideration and kindness. The result has been, that we are welcomed by all classes, and I trust that our visit will have a good influence upon our future intercourse and relations with the Japanese. Great firmness, with moderation: asking nothing but what is right, and let them see that you expect that to be accorded, will enable us ultimately, to establish ourselves on a good footing with the authorities and people.

The Bay of Hakodadi is spacious and of easy access, especially with the chart of Perry's expedition. The harbor is completely land locked, and capable of containing two hundred sail, in an anchorage from five to twelve fathoms. The shallowness of the water, apart from the town a distance of between hundred yards, and the moderate ebb and flow of the tide, render the anchorage perfectly secure at all times. This, with the healthiness of the climate, the means of supplies, the good disposition of the people, and the order of the government that no liquor shall be sold to persons on liberty, render it decidedly the most desirable place, on point of health and enjoyment for a man of war, that I have ever visited: while its position to California, its importance to Russia, as a trade is opening at the Amur river, and with the Coal mines in its vicinity conspire to make it worthy of consideration, not only as a place of frequent resort by our men of war and whale ships, but even as an auxiliary depot for government stores. On the other hand, Simoda has but limited resources, while its confined harbor renders it of little or no value for Commercial or other purposes. The well sheltered and capacious harbor of Odaiba, the port of entry for Miaco, might if possible be substituted for that of Simoda. If Odaiba cannot be obtained, as Miaco is the residence of the Spiritual Emperor, Mito, which is further up the bay towards Yedo than Simoda, from whence the Native Commerce for several years has been tending, might be selected as the port

port we must have, in case the other is refused. Our Consul General, with his Secretary, at Simoda; and the Commercial Agent here, are the only foreign residents in the two ports open to us by treaty stipulations. And in these desolate waters, in fact since leaving China, we have not been relieved by the sight of a single vessel except the native junks.

If you could fancy yourself cruising in the Mediterranean, the town of Hakodadi and country around it are for junks in place of squarier vessels, and less pretentious private and public buildings on shore, would be taken for Gibraltar. You have seen it; and here it stands before me. The isolated rock of a thousand feet attitude with its houses on the base and acclivity: there Europa Point; here the neutral ground separating the rock from Spain: further on around the bay lies ^{the city of Hakodadi} ~~the city of Hakodadi~~ white on the opposite side of the strait. Omita and Tanjin form up completing the resemblance. The scenery therefore is bold and impressive.

Hakodadi, in police and general appearance bears a resemblance to Simoda, although the shops of pack horses and general activity of the people show a far more enterprising people. The roofs of the houses slope down from the top projecting with their eaves beyond the walls and are covered with shingles kept in their places by clips of board, which have cottle stones laid on them to keep the shingles in place. The shops are large and contain a greater variety than those in Simoda. Here is the Gyo-sha, filled with lacquerware, rare crabs, sea shells, silks, antimonies with gold thread, ^{to say nothing of} ~~to say nothing of~~ edibles in large quantities. Cheap books, with wood cuts, are seen in every house. These are drawn with freedom and a humor of the grotesque and ludicrous.

We frequently hauled the seine on the smooth sandy beach, but with the exception of one salmon and several flounders have realized nothing beyond the sport and excitement arising from

from hopes of "better success next time". In our rambles in the country, I have occasionally taken a gun. I assist the doctor in procuring birds and other specimens of natural history. One can hardly imagine the relief and enjoyment derived from ^{your} ~~the~~ "travelling" in a country where every prospect pleases, and only man ~~is~~ ^{is} vile. But enough of Japan. I have imposed a long penance, and now ^{will} ~~the~~ grant you absolution, after reading the following order just received from the Imperial government at Yedo.

"In Japan from ancient time Bullocks were only used as for beasts of burden and trade. But from this time they shall be fattened in a village near Hakodadi and ready to deliver when you shall want them. At no other port in Japan will Bullocks be delivered but Hakodadi. This you will understand and make known to all your people."

October 1st. One word more, as Reef sometimes involves a principle. The Governor having again refused supplies on the ground that the Portsmouth had had her share of beef, I called on his Excellency this morning, accompanied by the Commercial Agent and the four senior ^{senior} ~~senior~~ retainants, directing the Interpreter to say to the Governor that he must not send such messages to a man of war; it will not be permitted, that the order has come for the Governor to furnish bullocks, and he must send two bullocks to the Portsmouth by 10 o'clock to-morrow morning or there will be trouble, as he not only violates the order from Yedo, but also breaks the treaty, by this refusal.

The Governor acceded to the terms, and ordered as many in addition as might be required; and also promised a full supply to all American men of war, merchant vessels and whalers, in future. On taking leave, His Excellency presented me with a box of Japanese tea and a beautiful waiter from the city of Yedo.

U. S. Ship Portsmouth
Hakodadi October 7th 1857.

For,

I am informed by the United States Commercial Agent, Mr. Rice, that your Excellency has requested a copy of my communication, made to you this morning. For the purpose of enabling the Interpreter to understand more fully the object for which I requested an audience, I hastily noted down the principal points, rather in form of a memorandum than a formal letter. Notwithstanding this, as it is your desire, I will furnish the substance of that, which was intended merely as a verbal communication.

At our first interview, in reply to a request I made for fresh beef, you stated that by the Laws of "Diphon" it could not be, and never had been furnished; that in Japan, bullocks were only used for trade and beasts of burden. In reply to this, by referring to the 2^d Article of the Treaty and also to a communication recently received from the U. S. Consul General, Mr. Harris, that an arrangement had been made with the Government of Japan to furnish beef to American vessels in Hakodadi, and therefore I should expect a bullock alongside of the "Portsmouth" at 11 o'clock the following morning. Soon after taking leave, an officer called on Mr. Rice, informing him the bullocks would be furnished.

Requiring more beef the following week, the application was refused until reiterated by the Agent. A few days subsequently Mr. Rice sent me a copy of an order which he informed me he had received from Jedo, authorizing a supply of beef to American vessels at Hakodadi, but in no other place in Japan - directing him to make this known to all his people.

On this order, another application for beef was made, and to my surprise, Mr. Rice informed me that you had again refused, on the ground that the ship had had her share. Under these circumstances, I called on you this morning accompanied by the Commercial Agent and four of the senior Lieutenants of the ship: referring to your authority from Jedo to furnish beef, I stated that you must not send such message

to a ship of war, as the Captain was the judge of what was required; that you must send two bullocks to the Portsmouth by ten o'clock to-morrow morning, or there will be trouble, as you not only violate the order from Jeds, but also break the Treaty by the refusal." You then said that the bullocks would be furnished and more, even, if required. I am further now said, in reply to my expressing the expectation that no obstacles, in future, would be thrown in the way of all American vessels obtaining fresh provisions, that an arrangement would be made, by which they should be abundantly supplied with bullocks.

I have the honor to be,
With great respect,
Your friend,

(signed) Andrew H. Foote

Commander U. S. Navy

L. His Excellency, Kooragake Amagashimammas,
Governor of Hakodadi.

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U. S. Ship "Portsmouth"
Hong Kong

1857

Enclosed are the bi-monthly reports of this ship for the months ending 31st August & 31st October, together with Quarterly returns of Ordnance Stores and Executive Officers report of Apprentices.

I am, Very respectfully,
Your Obedt Servt

(signed) Andrew H. Foote
Commander

Commodore James Armstrong
Commanding U. S. Naval Forces
East Indies and China Seas
Hong Kong

U. S. Ship "Portsmouth"
Hakodadi Japan, Oct: 10th 1857

Sir,

Agreeably with your orders of the 20th of August, to proceed to Japan, I arrived with this ship on the 4th ultimo; and anchored by your directions near Vandalia Bluff in the outer harbor of Simoda.

The day previous to our arrival, at 2 P.M. breakers ahead, were reported by the lookout on the fore topsail yard: wishing to ascertain whether the breakers as reported, might not be one of the tide rips or overfalls so common in these seas, we stood on until they were three miles distant from us and the entire line plainly visible from the deck: the wind being light at the time and the current setting us towards the breakers, we wore ship only in time to clear them on the other tack. From Chronometer observations taken by Lieut: Belknap and myself, we placed the centre of the breakers, as near as the current affecting the latitude from Meridians could be ascertained, in Latitude 34° 14' North, and Longitude 138° 17' East: the entire line of breakers apparently extended from N.N.E. to S.P.W. from three to five miles. I enclose herewith an extract from the log by which it will be seen, we gave the name of the danger, Portsmouth's breakers, as they are not laid down on any of our charts.

On anchoring in Simoda harbor, several officers of rank came aboard with the Governor's respects and welcome to Japan. We found Mr Harris, our Consul General, on good terms with the authorities. From the enclosed copy of a ~~correction~~ ^{correction} forwarded [A] it will be seen, among other advantages obtained, that he has been successful in arranging the currency question: so that instead of the Mexican dollar, as formerly, passing for only one third of its value, it is now current weight for weight, with the silver currency of Japan, minus 6 per cent for the expense of exchange into the tribute. He has secured the right of residence to American citizens in Simoda, and Hakodadi on, and after the 4th of July next, also stipulated that Americans, when committing offenses in Japan, shall be tried by the Com-
: sul

sal. General, or Consul, and furnished, on conviction according to American laws.

A few days after our arrival, I called on the two Governors of Simoda, accompanied by the Consul, and four of the Ward-room Officers; we were received with great courtesy and apparent cordiality. They enquired, with a good deal of interest, how the President and Government of the United States regarded Japan; about the war in China, its cause and probable result; and expressed the hope that at some future period, the Japanese would visit America, for the purpose of education and obtaining a knowledge of many things, in which they acknowledged their deficiency. I stated to the Governors, that our men of war, in future, would no doubt visit Japan more frequently, as the occupation of the squadron in looking out for our interests in China, had presented a vessel being in Simoda and Hakodadi, during the past year.

In view of the efforts of the Consul-General in framing a Commercial treaty with Japan, and the prospect of being admitted at a conference in Peking, the frequent visits of our men of war seem to be almost indispensable to success. The Japanese evidently are strongly impressed with our power. It is the frequent display of this power, rather than its use, which will secure to us Commercial privileges far beyond those accorded to any nation.

The inner harbor of Simoda is too small to admit of more than five or six vessels obtaining a good anchorage. In this number I regard the harbor to be as safe as many ports in other parts of the world, where vessels lie during all seasons of the year. The outer harbor, I consider wholly unsafe, as a heavy swell is continually setting in from the Westward besides it being quite as difficult getting to sea from under Vandalia Bluff, as from the inner harbor itself. This we experienced with a comparative light wind and swell from the South West, in an unsuccessful attempt to run out from our anchorage. And should a vessel succeed, even, in getting to sea from the outer harbor at the commencement of a South-Westerly gale, her exposure outside to the currents, breakers and numerous islands, to say nothing of the lee shore formed by the main island, would seriously hazard her safety.

While

while if anchored in the inner harbor, with lower yards and top masts down, any vessel might ride out the heaviest gale in perfect security.

As the weather was unsettled during our short stay in Simoda, with frequent fresh breezes, accompanied by a heavy swell from the South West, the full and accurate survey which I intended to have made by Lieut. Simpson, was prevented. This efficient Officer, however, notwithstanding these difficulties did make a reconnaissance of the harbor, a copy of which is herewith forwarded, marked [B], fully confirming the accuracy of Commodore Perry's chart, as well as that of a survey made since the great earthquake, by the Russian Officers. A sample of the bottom obtained by Lieut. Simpson is also forwarded herewith; by which, it might be seen that the holding ground is most comparatively good, and is no doubt improving by the gradual deposit of mud and sand, replacing that carried out of the harbor by the receding waters attending the earthquake.

With the exception of rice and large quantities of lacquered ware, Simoda offers but little encouragement to trade, while its confined harbor renders it of little value for Commercial or other purposes. The well sheltered and spacious harbor of Utsa, the port of entry for Misao, and for which I believe our Consuls is negotiating, ought, if possible to be substituted for that of Simoda. Utsa, however, cannot be obtained, as Misao is the residence of the Spiritual Compeer, Uraga, which is farther up the bay, towards Pado, than Simoda, from whence the nation, commercial for several years has been tending, might be selected as the port we must have, in case the other is refused.

It appears that the coal at Simoda, as far as I could learn, is wholly supplied from the island of New-Loo near the town of Nagasaki. There is now on hand, as I am informed by the Consul, a supply of from six to eight hundred tons, which will cost, under the present currency, a fraction over 6.00 per ton. The quality is good and the supply might prove equal to a moderate demand notwithstanding the difficulties of the long transportation. A greater supply, at a lesser price may

may be found at Nagasaki, and ultimately it is believed at Hakodadi on the islands of Hon Shu and Peflo Passes from California, and China might even more conveniently touch at these places than at Simoda. The quality of coal in Japan is said to be good: much of it has been satisfactorily tested by the Dutch; and I believe that you yourself were satisfied with the specimens procured and used by the "Flag Bait" when in Simoda.

After remaining four days in Simoda, we made an unsuccessful attempt, as already mentioned, to get to sea on the morning of the 12th ultimo. At 3 P.M. of the same day, the wind suddenly veering with a fresh breeze to the Eastward, we ran out of the harbor without waiting for a pilot. During the night, the weather was thick with rain, and alternate fresh breezes and calms: at daylight on the following morning, we found ourselves among the islands off the harbor of Simoda, having been drifted thirty miles in a North Easterly direction. During the passage of five days from thence to Hakodadi, the wind was variable and weather pleasant, until the day previous to our arrival. On the 15th inst. being some fifteen miles from the land, the ship passed through a fleet of more than one hundred fishing boats, containing on an average, twelve men each. The men in the boats offered us fish, and manifested no fear at our presence among them; in fact were disposed to come alongside of the vessel.

The evening previous to entering the straits of Kan-gan, the wind set in strong from the N.E. and a falling barometer at the same time indicated heavy weather. We stood into the straits, however, having at 4 A.M. trouble needed the ship's sail. At 10 o'clock the fog lifted, and wind moderating, we found ourselves within 30 miles of Hakodadi. The land being in sight six miles distant on either side: light variable winds, however, prevented our entering the bay and reaching the anchorage until 6 o'clock in the evening. A boat with two or three officers, was then sent alongside by the Governor, to ascertain who we were, and why we had come to Hakodadi: on being answered, a paper in English was handed to me, prescribing certain port regulations, among them, one, forbidding the discharge of guns or fire arms while in the harbor.

I handed the paper back to the Officer, telling him to say to the Governor that much was fired blank cartridges in every port whenever they had occasion to do so; and that such a paper ought not to have been presented to me. An apology by the Officer, and afterwards by the Governor himself, was made, avowing that the character of the vessel was not remembered, when the paper was presented.

On Monday succeeding our arrival, I called on the Governor, with our Commercial Agent Mr Rice, and three of the Lieutenants of the ship. We were seated on a level with the Governor and his suite - denoting equality. The same cordiality and courtesy, manifested at ~~the~~ our interview at Simoda, was here observed by the authorities. After an hour or more conversation, at the suggestion of Mr Rice, I informed the Governor, that I had made a request of the Commercial Agent to procure fresh beef, occasionally for us, during our stay in port. The Governor said that such a supply was impossible: that the Law of Japan forbade it, and that fresh beef had never been supplied a foreign vessel of any character in Japan. I replied, that our Consul General, Mr Harris, informed me that such a supply could here be procured, and that Mr Rice also had with him a letter from Mr Harris, intimating him that such an arrangement had been made; also that a supply of necessaries had been guaranteed in the 2^d article of the Treaty; and the Dutch at Nagasaki, I understood, were furnished with fresh beef. I then referred to the 9th Article of the Treaty, giving us all advantages of other nations. The Governor was informed as we rose to take our leave, that a treaty stipulation was above the law of the land of the respective parties; and that I should expect a bullock alongside of the "Potsmouth" at 10 o'clock the following morning. On reaching the residence of Mr Rice, an Officer was sent by the Governor, to inform him that two bullocks would be sent off to the "Potsmouth" at the prescribed time. The following morning the Governor again declined furnishing the beef, but upon a strong representation from Mr Rice a bullock was sent off the next day. Considering it probable, that the authorities for the Governor to act in this matter, might not yet have come from

from Edo, and as we had readily obtained other supplies at a cheap rate. I intimated to the Commercial Agent, that on further request for fresh beef would be made at present; but that I would report the state of the case to the Commodore, ~~only~~ ^{in relation to} Hong Kong, who would probably give definite instructions to the next man-of-war visiting Hakodadi, what course to take in the matter. A few days and sequent to this, I received from Mr Rice a copy of the following order from the Government at Edo, which, the Governor transmitted to the Agent. "In Japan from ancient times Bullocks were only used as for beasts of burden and trade. But from this time they shall be fattened in a village near Hakodadi and ready to deliver when you shall want them. At no other port in Japan will bullocks be delivered but in Hakodadi. This you will understand and make known to all your people." On this order I received the application for fresh beef and to my surprise was informed by Mr Rice that the Governor declined to furnish more to the Portsmouth, saying that she had had her share and all that was necessary. On the following morning I called on His Excellency accompanied by the Agent and the four Senior Gentlemen of the Ship, and referring to the order from Edo, directed the Interpreter to say to the Governor, that he must not send such messages to a man-of-war, that it would not be permitted; that he had authority from Edo to furnish the beef; and that if the Bullocks were not sent alongside the Portsmouth by 10 o'clock the following morning there would be trouble. He then promised to send what was required and as many ~~in addition~~ ^{in addition} as might be wanted. He also assured me that in future no obstacles should be thrown in the way of all American ships obtaining beef as well as other fresh provisions. On an application by the Governor for a letter stating what had been said about the bullocks, I sent him a communication, the copy of which marked [C] is herewith enclosed.

In other respects the authorities have manifested a desire to do all in their power to render our visit agreeable. The Governor and suite returned my call on Saturday 26th ultimo, accompanied by thirteen boats

and his guard. We saluted him with 13 guns, and gave him an entertainment. At his request I have permitted his officers, under the supervision of the executive officer, to take the dimensions of the ships; and enjoined on our officers and men, when on liberty, to treat the people with consideration and kindness. The result has been, that we are welcomed by all classes, and I trust our visit will have a good influence upon our future intercourse and relations with the Japanese, but firmness with moderation; asking nothing but what is right, and let them see that you expect that to be accorded, will enable us ultimately to establish ourselves on a good footing with the authorities and people.

The bay of Hakodadi is spacious and easy access, especially with the chart of "Byrd's expedition". The harbor is completely landlocked, and capable of containing two hundred sail, in an anchorage from five to twelve fathoms. The shallowness of the water, a spit extending out from the town, a distance of twelve hundred yards, and the moderate ebb and flow of tide, render the anchorage perfectly secure at all times. This with the healthiness of the climate, the means of supplies, the good disposition manifested by the people, and the order of the Government that no liquor shall be sold to persons on liberty, renders it decidedly, the most desirable place, in point of health and enjoyment, for a man-of-war, that I have ever visited; while its position to Coalastonia; its importance to Ussia - as a large trade is opening at the Amur river, the mineral wealth of the islands judging from the great quantity of copper used in fastening and ornamenting their junk, and for various purposes of manufacture; and especially from the sample of gold dust given to me by Mr Rice, the Commercial Agent, which he says was procured by himself in the mountains within ten miles distance from the town; added to the coal mines in this vicinity, together with the general resources of the country when developed at some distant period, by the demands of Commerce, make it worthy of consideration, not only as a place of resort for our men-of-war and whale ships, but even as an auxiliary depot for Government stores. Four American whalers and fine merchant vessels, have anchored here since the arrival

of our Commercial Agent in Hong Kong.

A large fort capable of mounting over fifty guns, is now being built on the inner part of the spit. But this fortification must prove inadequate to the defense of the harbor in case of an attack; as the crew of a single vessel, might easily land outside the bay, in the rear of the town, and take possession of the high bluff, where a few haughters could command the fort, which would be unable to bring its guns to bear upon its assailants.

As there is no buoy marking the termination of the spit alluded to, Lieut. Belknap, under my direction, has placed one there in three and a half fathoms of water, as well as an additional buoy on a sand bank three and a quarter fathoms under water, alongside of a spar buoy placed by Commodore Perry: a convenient channel, from four and a half to six fathoms water, is thus dugged out for all ships, rendering it unnecessary, hereafter, to run outside of the harbor or outer spar buoy on the sand bank of three and three quarter fathoms.

I am unable to obtain any reliable information of the quantity and quality of the coal, or even the facilities for procuring it, in this place. The Governor informs me that there is no amount on hand, Mr. Rice concurs: but says that several vessels are now near the mines, a distance of sixty miles from Hakodadi, in a westerly direction, lying in a safe bay waiting their cargoes. He is of opinion, that within a short time, an amount equal to the demand can easily be obtained. I forward herewith a specimen of the coal, obtained from the Governor, for your examination.

I have the honor to be
Very respectfully
Yours Obedt Servt
(Signed) Andrew H. Foote
Commander

Commodore James Armstrong,
Commander in Chief U.S. Naval Forces,
East Indies and China Seas.
Hong Kong.

U. S. Ship, Portsmouth.
Hong Kong October 28th 1857.

Sir

I have the honor to report the arrival of this ship on the night of the 26th instant after a passage of sixteen days from Hakodadi.

Commodore Armstrong not having arrived from Shanghai, although hourly expected, I forward a copy of my report by the overland mail.

I have called on the Earl of Elgin, Sir John Bowring, the Governor, and Rear Admiral Sir Michael Seymour, from whom I learn that affairs in India are far more satisfactory than at previous dates. The Admiral read me a letter from an officer of high rank stating that although Delhi had not absolutely fallen, the English troops were in possession of the heights of the City, and with the heavy artillery, can easily take possession. With the fall of Delhi, the power of the rebellion will be crushed.

We hear nothing of the ~~Minerata~~, since the date of her sailing from the United States.

It is rumored that the British Naval forces, under Admiral Seymour, will make a demonstration on Canton in the ensuing month, which city has been more strongly fortified during the cessation of hostilities. The French forces with their Ambassadors are lying at an island farther up the river and seem indisposed to participate with the English in their descent upon Canton.

I have the honor to be
Very Respectfully
Yours Obedt Servt
(Signed) Andrew H. Foote
Commander

Hon. Isaac Toucey
Secretary of the Navy
Washington
D.C.

132

U. S. Ship "Potsmouth"
Hong Kong November 2^d 1857.

Sir,

You will report for duty on board this ship.

I am, respectfully,

Your Obedt Servt.

(Signed) Andrew H. Fente.

Commander.

Lieut. Francis C. Sheppard,
U. S. Ship "Potsmouth".

133

U. S. Ship "Potsmouth"
Hong Kong, November 2^d 1857.

Sir,

You will report to Commander Smith for
duty on board the U. S. Ship "Potsmouth".

I am, respectfully,

Your Obedt Servt.

(Signed) Andrew H. Fente.

Commander.

Lieut. Edward T. Sheppard,
U. S. Ship "Potsmouth".

134

U. S. Ship "Potsmouth"
Hong Kong, November 2^d 1857.

I have the honor to acknowledge the receipt of
a highly interesting and valuable letter from your Majesty,
on my arrival at this place from the island of Japan.

It gives not only myself, but all our Officers, great
satisfaction to learn that your Majesty is in good health, and
that you are so favorably disposed towards Americans, and
especially towards ourselves of the "Potsmouth". The visit of
this ship to Kam, will long be remembered by me, not only
as an agreeable episode in our cruise, but as a very inter-
esting event in my life. I hope that the royal Man of War
Yacht, will prove all that you desire, in point of safety,
comfort, and general efficiency.

Since leaving Kam we have visited Shanghai,
and the two ports in Japan opened to us by treaty stipulating,
Yokohama and Hakodadi. The civilization of the Japanese
appears to be gradually wearing away, although they do not
yet appreciate the advantages which trade and commu-
nication give them. The people, considering their isolation
from the rest of the world, are much more intelligent and
refined, than we expected to have found them. We purchased
a large quantity of lacquered ware, all which was sold
at the *Empo* or public store. The officers of the govern-
ment are present and all sales are made under their
supervision. I visited a fort of large size which is being
built, it will mount more than fifty guns. Still the
Japanese are not a military or warlike people. Ten thou-
sand troops - even the muskets we saw could easily take
Hakodadi, especially if they had the advantage of field
pieces with them.

We do not yet see the end of the China war. I
presume that the English will soon attempt to take
Canton. They have here some fifty vessels of war, besides
two thousand Marines. It is supposed that four thousand
troops will march on Canton. War carries with it great
distress, I wish it could be avoided; but this seems to be
impossible until man's nature is better, which it never
will be until God renews it. We have an *Amphibian*
Coming.

coming to China in a large steamer. I do not believe that our country will become involved in the war: certainly not, if it can be avoided honorably.

It is impossible to say for the present, where we shall cruise in the future. We all hope to go home in the course of five or six months. A sea life is rather monotonous, as well as dangerous in these seas of typhoons, currents, and shoals. I presume that your Majesty will cruise about in the man-of-war lately. You will certainly make Chronometer and Meridian observations well. I presume that you will also take Lunar observations. The vessel will be as well navigated as any in the China seas, should you Majesty handle the instruments and work out the observations.

I regretted not being able to answer you favorably by the ship "Pearl" which sailed a day or two after our arrival. A long report to the government by the mail, which was about leaving, necessarily took up my time; although I should have addressed a few lines to your Majesty, had I known the time of the "Pearl's" sailing.

My address in the United States will be Captain A. H. Foote, New Haven, Connecticut. I shall be always happy to be honored by a letter from your Majesty, which shall be promptly answered.

Please present my respectful regards to His Majesty the first King of Siam, to His Highness the Prince, and to their Excellencies the Prime Minister and the Minister of Foreign Affairs, wishing your Majesty health and happiness.

I have the honor to remain

Very respectfully, Your friend

(Signed) Andrew H. Foote.

Comm. U. S. Navy.

His Majesty

His Highness the Prince

Prime Minister of Siam

P.S. Your Majesty will regret to hear of the death of the good old sergeant. All the officers send their respects and regards.

135

U. S. Ship "Portsmouth"
Hong Kong Nov. 13/7

To, Mr. Thomas Layner

Dear Sir,

I have just received your letter of the 24th day of August in relation to your account not accompanying you, and not having been sent home. I was sick at the time you left, and living ashore. I gave the usual directions however that the accounts ratios &c, should all be attended to and supposed they had been until informed by Mr. Bacon our Acting Purser, that he had been written to by the 4th Auditor for your accounts. I cannot imagine how Mr. Colman could have failed in sending the account. He has left the ship, and his books are closed up. Mr. Bacon therefore cannot give the accounts but you will be able to get it from the 4th Auditor as the accounts of Mr. Colman have gone home with him.

I am glad to hear you are getting on so well, and trust you may entirely recover.

I will give you kind messages to the Officers and Men.

In haste your friend

(Signed) A. H. Foote.

136

U. S. Ship "Portsmouth"
Hong Kong Nov. 14th 1857

Enclosed are duplicate certificates in the case of Ordufy Sergeant C. F. Heckette deceased.

I have the honor to be

Very respectfully

(Signed) Andrew H. Foote
Commander

Hon. Isaac Lacey
Secretary of the Navy
Washington D. C.

137

U. S. Ship "Portsmouth"
Hong Kong November 18th 1857

Sir,

While you were on board this ship on the 14th instant I called your attention to a private letter of yours, published in the Boston Weekly Journal of August 27th which is replete with misrepresentation of the attack of the American Squadron on the Canton Barrier Forts in November last. After some minutes conversation, you intimated that the letter published might contain garbled statements. I then gave you a copy to examine.

This morning I have received a letter from you in which, after expressing regret at the publication of your private letter, you inform me that you do not find any impression which you consider wrong, or which you did not distinctly intend to convey.

I have neither the time nor the inclination to correspond and discuss with you what the state of American interests in China would be, in case our Squadron had not been in the Canton river at the commencement of the English hostilities. I would only remark on this and other topics in your note, irrelevant to the immediate attack on the Barrier forts, that the fact of the trade of all nations being suspended, that we are not at war with China: that French armed boats as well as boats of different nationalities were passing the Barrier forts unmolested, as they had a treaty right to do, before and after my own boat was fired upon, than you general news to be as acute, as they are persons where the honor of your Country's flag is involved.

I have charged you with misrepresenting the attack of the American Squadron on the Barrier forts; and you know that the facts and circumstances fully sustain me in the propriety of making this charge. You have made the remark on board this ship, that you are more than half an Englishman, and yet I am satisfied that all an Englishman would have done more justice. I dissent from the manner in which Admiral Seymour, the Flag Captain

Captain and the higher ranks of British officers generally, have expressed themselves in relation to our attack on the forts, as well as from extracts from official and other papers herein contained, I am led wholly to distrust your intimation that English officers and other persons, with hardly an exception, are to be found, who have made "provoking comparisons" between the comparatively unresisted attack of the English Steamers Baracenta, Commodore and the Calcutta's armed boats - a far more available force than our own, and the fight made by the Chinese in our own assault upon the same forts. In proof of this I quote:-

1st From a letter of Consul Keenan, dated Hong Kong November 25th 1856 in reference to the capture of the Barrier forts, which says: "The Americans here are all in high flavor, and from the British we get the warmest praise and congratulations for the conduct of our gallant little Navy."

2^d. In a letter dated Hong Kong Dec^r 8th 1856 from the well known and highly respectable merchant, Mr. Robinson, who was either in or an eye witness of the several actions, which says: "that having been so fortunate as to witness the taking of the Barrier forts, and the very gallant manner in which every officer behaved, under circumstances when all engaged expected to meet twenty to one, my admiration is only surpassed by their magnanimity in overestimating the small services I was enabled to render to the flag of my adopted country on that occasion."

3rd. The "Blue Book" presented to Parliament, which contains the following notice of our Squadron at the Barrier forts.

Consul Parkes to Sir John P. Spring, Canton November 18th 1856. "The Commodore being determined to destroy the two forts that had committed this aggression moved up in the Corvettes Portsmouth and Despatch on Sunday afternoon the 18th instant. - - - the larger vessel, the Portsmouth, being in tow of a private steamer made better progress, and in nearing the forts had to sustain their fire, which the latter were the

the first to commence. The Portsmouth did not return a shot until within 450 yards of the large fort on the right bank of the river, when she poured in a broadside and continued to keep up a brisk fire for two hours, of spending no less than 230 shells. The armament of the Portsmouth is sixteen 64 pounders, but the forts replied with spirit to this heavy fire and were not silenced until the attack had been sustained for an hour and three quarters. The darkness prevented the landing of a force that might take possession of the forts.

Rear Admiral Sir Richd. Seymour in his despatch of November 24th to the Lords of the Admiralty, in reference to our attack on the forts says: At 7 P.M. on the 20th instant the American ships resumed a very heavy fire on the forts, as the Chinese had commenced the construction of batteries in their rear + + + During their protracted and arduous service, the American officers and men displayed their accustomed gallantry and energy. + + + The loss of the Chinese, I am given to understand, is very heavy as they make a most determined resistance.

Consul Parkes to Sir John Bowring of Nov 24th says in a letter accompanied by a diagram of the forts: "The fire of the ships when it opened on the 20th was directed principally against the forts A and B which replied with much spirit for some hours. + + + The destruction of the armament of fort A, occupied the force during the remainder of the 20th and on the next morning they advanced on fort B, having to sustain, while crossing the river, a heavy fire from the forts, which killed three men and wounded five. + + + Fort C was attacked on the morning of the 22nd. The operation was a dangerous one as the boats in ascending the sand spit, on which fort D stands, were exposed to a concentrated fire + + + but the latter (Americans) opening upon them from the heights ^{helped them to} retreat, dropping numbers of them dead with them."

In Admiral Seymour's despatch to the Lords of the Admiralty of December 14th he says: "The American ships of war completed the demolition of the Plover forts on the 6th. These forts were of enormous strength

strength and solidity, being entirely built of large blocks of granite with walls of 8 or 10 feet thick. They were heavily armed, many of the guns being of 7 or 8 ton weight, with a bore of 13 inches, one brass 8 inch gun was over 21 feet long."

Consul Parkes to Sir John Bowring, Canton December 10th 1858, says: "In my despatch of November 24th respecting the capture of the Plover forts by the American ships of war, I underrated the number of guns which defended these fortifications at the time of the attack, and which I now find amounted altogether to 107 pieces. The total loss of the American forces on that occasion, was seven killed and twenty wounded, and three others were killed and two wounded by the explosion of a mine when engaged in destroying the forts. The total loss of the American forces therefore up to date, is ten men killed and twenty two wounded; a heavier list of casualties, it may be observed, than we have yet to report." This is a shocking and most unworthy insinuation.

I have now fully sustained, by reference to disinterested authorities, the charge of misrepresentation I made against you. I must say that I, in common with many other officers, although aware that you were opposed to the subsequent action of the Squadron, was firmly impressed with the idea that you were highly gratified with the result of our operations at the Plover forts, until your remarkable private letter appeared in the 1st Boston Journal.

In the concluding paragraph of your letter to me you speak of separating the professional from the personal. I accord to all men the right of opinion and its expression - publicly and privately. That right will never suffer invasion from me. It is quite immaterial to me what your opinions and views are in relation to the China or other questions, but I cannot so easily separate the professional from the personal when a misrepresentation is involved. My system of ethics is so different from yours that there can be as little personal and social sympathy between us, as there is political or professional agreement.

-mont.

It was not my intention in case you should endorse the letter published in the Journal, to have any correspondence with you on the subject, until the suggestion was made, that your letter to me might become public while there was no reply refuting its statements. It is due to the gallant men who served with and under me in the assault on the Barricade, that such misrepresentation make public should be corrected. With this reply, therefore, ends our correspondence, as I must decline writing or receiving any more letters on the subject.

I am, with due consideration,
Yours truly,
(Signed) Andrew H. Foote
Commander.

Rev. J. H. Packer,
Hong Kong

138

U. S. S. Portsmouth
Hong Kong Dec 5 1857

Sir

Enclosed herewith are certificates of disability and for pensions in duplicate, referring to men belonging to this ship. Condemned by Medical Survey and sent to the United States in the U. S. Ship "Levant"

To Hon. Isaac Toucy,
Secretary of the Navy,
Washington D. C.

I have the honor to be
Very respectfully,
Your Obedient Servant
(Signed) Andrew H. Foote
Commander

139

U. S. S. Portsmouth
Hong Kong Dec 5 1857

Sir

Enclosed herewith are reports of surveys in the cases of men sent from this ship to the United States in the U. S. Ship "Levant"

W. G. Sumner
Lawrence Kearny
Commanding
U. S. Naval Station
New York

I am Sir
Very respectfully,
(Signed) Andrew H. Foote
Commander

U. S. S. "Portsmouth"
Hong Kong Dec 11 57.

140

To His Majesty - Phra-Si-Band, Son of Phra-Pasa-munda, Maha, Mongkut, Phra, Chom, Klai, Chan, Yu, Hua, the just King of Siam

I have the honor to acknowledge with many thanks the receipt of the gold and silver cigar case, with the letter accompanying it which you so kindly sent me through our Consul, at Siam a few months ago. If I can obtain permission from my government to keep the cigar box, I shall do so and ever hold it as a valuable memento from one who extended many kindnesses to myself and Officers when in Siam. On the other hand if I am not permitted to retain your gift, I shall ever appreciate your kind motives in bestowing it. I have sent the letter home to my Mother-in-law who will regard it one of the most valuable of her autographic treasures.

After leaving Siam we had a quick passage to this place, we then proceeded to Shanghai, then docked the ship and ran over to Japan, making an interesting visit among these comparatively isolated people. The treaties lately formed by the United States and England with the Japan government are gradually awakening new vigor and developing the resources of the Empire. The spirit of exclusiveness becoming less among the people, and I have no doubt but that in a few years, that the Japanese will seek to be for their interest, to cultivate intercourse and trade with other nations. After the U. S. Ship next Americans will have the right of residence in Simoda and Hakodadi, we then shall send Christian Missionaries there. That is Christians in the United States will send them - not the United States Government. This they do from a sense of duty and certainly where the Christian religion prevails the people will be found better in all respects.

Wishing your Majesty health and long life I have the honor
Very respectfully your friend
(Signed) A. H. Foote

U. S. Ship "Palmworth"
Hong Kong Dec 14th 1857.

141

Sir

Your note of the 11th inst. informing me that you have been directed by the Sub-Committee of the Hong Kong Club, to invite myself and officers to become members of the Club during our stay in these waters, has been received.

I enclose a list of the officers who wish to avail themselves of this act of generosity, and take occasion to express their thanks for the kind attention.

R. H. Carvalho Esq
Secretary Hong Kong Club.

I am very respectfully
Your Obedient Servant
(Signed) Andrew H. Foote

U. S. Ship "Palmworth"
Hong Kong Dec 21st 1857.

142

Sir

I have received your order of this date, to proceed to Macao, and to afford to our Countrymen all the protection & assistance in my power in the event of any disturbance arising from an uprising or revolt of the Chinese population of Macao.

It is quite impossible as you are aware for this ship to anchor within two miles of the City of Macao, therefore, it appears to me that a small Steamer is necessary, not only for the purpose of sending our force on shore, in case of any revolt, but even more so, in this event, for the purpose of conveying American Citizens and their property to the "Palmworth." Should our armed boats be able even to reach the shore upon a sudden outbreak, there would then remain no means of conveying our Countrymen to the ship, were it necessary, and at the same time embark even our own men.

I am informed that there is a small

Steamer, well adapted to this service and therefore take the liberty of making the above suggestion for the purpose of enabling me to render suitable aid to our Countrymen in their persons and in their property in the event of our services being required.

I am very respectfully
Your Obedient Servant
(Signed) Andrew H. Foote

To His Officer

James Armstrong
Commander U. S. Naval Forces
East India & China Seas

U. S. Ship "Palmworth"
Hong Kong Jan 11th 1858

143

I flatter myself that a second letter to your Majesty within three months will not prove unacceptable - especially as I am able to inform you of the fall of Canton. This event took place about the 20th instants in a combined movement of the French and English. The city was bombarded for twenty six hours, and was afterwards carried by assault. The loss of life, on the part of the Chinese, was about 5000 men, on the part of the allies the loss was trifling. The Chinese Governor - Yeh, is a prisoner to the English. Of the future all is speculation. The allies have appointed a Chinese Governor for the city, who is to act under their direction.

I am informed that my friend Mr Clark, connected with the House of Russell & Co. - the largest and most respectable American house in the East has been appointed Swedish Consul to Peking, by Mr Forbes the Swedish Consul General. Mr head of the house of Russell and Co. is a gentleman to whom I am personally very much attached. I trust that His Majesty the Third King, as well as Her Majesty the Second Queen, will be satisfied and pleased with this appointment. Any pleasures shown to Mr Clark by your Majesty will be gratefully

fully acknowledged by me and regarded as a personal favor.

It is uncertain where we shall come when we leave here. I hope however to return home to the United States during the ensuing summer.

With my respects and kind regards to His Majesty, the King of Siam, to Prince George and the Ministers, I have the honor to be

with the greatest respect
your friend and well wisher
(signed) Andrew H. Foote

His Majesty
The Second King of Siam

144 U. S. Ship Portsmouth
Hong Kong, Jan'y 15th 1858

My dear Sir

I hasten to inform you that Commodore Tatnall, while dining with me to day, stated that Commodore Mayo had reported to Commodore Perry that you had on one occasion remarked to him, in reference to Commodore Perry's son being removed from the active list, "we have cut Perry's comb at last and I am glad of it". On hearing this, I said to the Commodore, that so far from your cherishing the sentiments implied in that remark, that to me as well as to others you had expressed your regret in that particular case, as your association with the family and friends of the Commodore, has been long frequent and agreeable; adding that "here is another unfortunate instance where our social position, with agreeable persons, may be interrupted by the action of the Board".

On further remarking to Commodore Tatnall, that there must be some great mistake about this matter, as it is so much at variance with the opinions expressed and the feelings manifested by you on the occasion, he said, I can readily believe so, as Captain Barron has

made a statement similar to yours, indicating Du Pont's bearing in the case.

I send you this letter unsolicited, as an act of common justice, and beg that you will use it as you think proper in case Commodore Perry's friends are under the impression that you have ever cherished the sentiments which would naturally be implied in the offensive remark attributed to you.

I am very truly
Yours
(signed) Andrew H. Foote

Captain Saml. T. Du Pont
Command'g U. S. Ship
Minnesota

145 U. S. Ship Portsmouth
Hong Kong, Jan'y 27th 1858

My dear Bradford,

I have read your letter published in the Philadelphia Press. It does you intellectually great credit, and certainly I believe it to have been written, notwithstanding its wholesale errors, about our Force in Canton, with that moral sentiment which I always have considered as a marked feature in your character.

You were not in Canton when our Force was there; consequently the assertion in your letter that it was not asked, but on the contrary that a request was made that it might be withdrawn as it was unnecessary for protection, must have been made on other authority than your personal knowledge. The credibility of that authority may be seen by the enclosed copy of a letter addressed to me by Consul Perry, showing that the force was officially and immediately urged by the highest American Authority in Canton — Dr. J. P. R. the Commissioner

Commissioner being at the time with you in Shanghai. And so far from the force not being wanted by the Americans, or they having requested its withdrawal, I need only to remark that after having been in Canton a fortnight, I received orders from the Commodore to proceed, with the ship, to Shanghai. On making these orders known, one of the merchants said that he hoped I would not leave them; that a letter signed by the Americans, showing the necessity of a force for their protection, would, if I wish it, readily be furnished. I declined the proposal - requesting, that in the existing state of affairs I should not leave Canton and had no doubt but that the Commodore would, as he afterwards did, fully approve my course. Besides this, every American Consul in Canton, I do not remember a single exception, importuned me for permission to be posted within their premises. And still further, I call upon your informant, or any American then in Canton, to say, that he gave me the slightest intimation that our Force might be withdrawn until it had been there more than a fortnight, and accomplished fully the object for which it was placed there by the protection of our citizens in their persons and property; when, I announced my intention of conferring with the Commodore on the propriety of withdrawing the men and having the Levant brought up to the city as a place of refuge in case of emergency.

Although the Government has unqualifiedly approved our course, as may be seen in the copy of a letter in my possession; still if there remains a doubt on the subject in the minds of persons whose opinions are worthy of any regard, I hope that the whole matter may be reopened by agitation, investigation, probing and testing - so far as my own agency in calling the force to Canton is involved, as well as the subsequent course of the squadron at the Barrier Ports.

I still feel, as I often have expressed myself, that had I not promptly taken the force

Canton; and in Counsel and deed approved the capture of the Barrier Ports for having on three different occasions fired upon our flag, I ought to be turned out of the Navy as one wholly unworthy of holding a Commander's Commission in it. Had you been there, holding my Commission, I believe also that your course would have corresponded with my own.

I thus have freely commented, as I am justified in doing, on that part of your letter referring to acts in which I bore a prominent part; and now take the liberty of a friend in remarking, that our sentiments towards the English are antipodal. I hold them to be a nation altogether in advance of any European, in promoting Christian civilization and the highest interests of mankind. Our Anglophobia, pardon the expression, often leads you, though no doubt unintentionally, to do them an injustice. I am quite proud of our ancestry even with all their faults, when I compare them with the other nations of Europe.

I am very truly

Yours, H. C. Foote

(signed)
J. O. Bradford Esq
W. J. N.
San Jacinto

146

U. S. Ship Portsmouth
Manilla, July 19th 1858

Sir

In my letter to Commodore Armstrong, dated June 27th 1857, in reference to the dangers of the river Min, arising from the irregular direction of the strong tides, I stated: - "This ship with her great draft of water - larger than that of any man of war which has ascended so far up the river

river Mien, struck in February last and was exposed to a total loss, (was not the rapid rise of water floated her) while going up to the goda anchorage, which is twelve miles from the city of Foo-chow."

In addition to the above extract, I remark, that several gentlemen have informed me, and among them a merchant of this place, that many of the Insurance Offices in New York and Boston, decline insuring vessels of large draft in the river Mien. Four ships of this size were lost in a short period of time, at the entrance and in the river, previously to the date of my letter to Commodore Armstrong. The current in the river often runs six miles an hour, the rise and fall of spring tides are nineteen feet, and this rapid tide, in the bends of the river, often runs at nearly right angles with the river itself — rendering the ascent of the river extremely hazardous to a sailing ship of this size.

There are fifteen feet at low water in the narrow channel on the outer bar, and thirteen feet on the inner bar. The draft of this ship is seventeen feet.

I have the honor to be
Very respectfully
Your obedient servant
(signed) Andrew C. Foote

Mag. Officer Josiah Tattnell
Comd'g U.S. Naval forces
East India & China Seas.

U. S. Ship Portsmouth
Jan'y 1st 1858

Sir

You have performed very faithfully the duties of Captain's Clerk, in addition

147

U. S. Ship Portsmouth
Hong Kong, 1st Jan'y 1858

Sir

You have performed very faithfully, the duties of Captain's Clerk, in addition to your own Comman's duties, since my late Clerk was discharged. I therefore hereby give you this appointment as Captain's Clerk. At the same time, as you are the Comman of the ship, I am not authorized to discharge or disrate you from that Office, and you will accordingly be regarded as, and perform all the duties of Comman of the ship: at the same time I give you the appointment of Clerk, with the hope that you may, on your return to the United States, obtain the difference of pay between that of Comman and Captain's Clerk.

Respectfully
(signed) Andrew C. Foote
Comman der

Mr R. M. Clarke
Comman
U. S. Ship Portsmouth

Charge and Specification of charge
prepared by Commander Andrew G. Foot
U. S. N., Commanding U. S. Ship Portsmouth,
against Private Peter Raymond, a Marine, and
serving on board said U. S. Ship Portsmouth.

Charge Treating with Contempt
his Superior, being in the execution of his
office.

Specification In this, that the said Pri-
vate Peter Raymond did, on the 1st of March
1858, in the bay of Manila, Island of Luzon,
when ordered by Orderly Sergeant Henry
M. Belliard to go to the mast, reply to the
said Orderly Sergeant that he would not go,
and that he, the said Orderly Sergeant H. Bel-
liard, has told the said "damned set of lies" on him,
the said Private Peter Raymond: whereupon
the said Raymond did strike with his fist
the said Orderly Sergeant Henry M. Belliard.

(Signed) Andrew G. Foot
Commander

U. S. Ship Portsmouth U. S. Navy
At sea. March 9th 1858

Witnesses
Orderly Sergeant Henry M. Belliard
Corporal Alex^r Dorman
Musician George M. Hay
Private Rick J. Johnson
Jas W. Baldwin

Tried, found guilty and sentenced to
fifteen days loss of pay.

After reviewing the proceedings of the
Court, the Commander feels impelled to animadvert
upon the sentence passed upon the prisoner.

The charge and specifications, involv-
ing one of the highest military offenses — disobeying
orders and striking a superior, are proven. The
reason given by the Court for the mild sentence of
fifteen days loss of pay, is, the former excellent con-
duct of the prisoner, particularly while on duty on
shore.

While the prisoner may always call upon
witnesses to show his general character; and it may
very properly have the effect measurably to miti-
gate the punishment he may be liable to have
inflicted on him, still, a legal writer says: —
"The inquiry ought manifestly to bear some
analogy and reference to the nature of the
charge against the prisoner; and it has been
usual to treat the good character of the party
accused, as evidence to be taken into considera-
tion, only in doubtful cases."

These, with other reasons, seem to
show that whatever may have been the pre-
vious conduct of a person, when such per-
son stands convicted of an offense so fla-
grant as the one which is entered upon the
records of this Court as proven, the discipline
of the service ought then to be vindicated in
reprobation of the character of the accused, by a
sentence more commensurate with the offense
itself, than the one which has been passed upon
the prisoner.

With these remarks, and in order
that the prisoner shall not go unpunished,
the Commander confirms the sentence of the
Court, and dissolves the Court itself.

(Signed) Andrew G. Foot
Commander

U. S. Ship Portsmouth
At sea. March 10th 1858.

U. S. Ship Portsmouth
 Ajax Point, Island of Java
 March 25 to 1858

Sir
 I have the honor to report my arrival with this ship, after a passage of between nineteen and twenty days from Manila. After filling our water, it is my purpose to leave tomorrow morning, for Rittany Main touching 'en route' at St. Helena for refreshments.

I have the honor to be
 Very respectfully,
 Your obedient servant
 (Signed) Andrew H. Foote
 Commander

Hon. Isaac Toucey
 Secretary of the Navy
 Washington
 D. C.

U. S. Ship Portsmouth
 At sea, March 23 1858

Sir
 I have the honor to forward herewith, the reports of a summary Court Martial in the case of Private Peter Raymond, a Marine; also copies of a correspondence between Lieutenant Davenport, a member of said Court, and myself, in relation to my animadversions "on the sentence passed upon the prisoner."

Notwithstanding Lieutenant Davenport, (marked E) to the Executive Officer Lieutenant Macomb, in which he persistently adheres to his own construction of my paper, I still claim, as I stated to Mr. Macomb before reading the paper itself, that my animadversions proceeded solely from a sense of duty to the discipline of the ship; apprehending that in so mild a sentence, in view of the record and the finding of the Court, it was my duty at the time and place, to animadvert as I did; but it might be suspected by the crew, that the restraints of discipline were to be loosed before the ship was put out of Commission. And this I did without any other feeling than that of regret, as the act was one purely official; and my relations with the officers of the Court and the ship, with hardly an exception, had always been social and friendly.

I have the honor to be
 Very respectfully,
 Your obedient servant
 (Signed) Andrew H. Foote
 Commander

Hon. Isaac Toucey
 Secretary of the Navy
 Washington
 D. C.

U. S. Ship Portsmouth
At sea, March 11th 1833

Sir

Your letter of this days date, requesting a copy of the paper "animadverting upon the sentence passed upon the prisoner which I read yesterday in the presence of the Officers and Crew, has been received. I inform you that the paper to which you refer, is a part of, or attaches to the record of the Court; which record will be forwarded to the Secretary of the Navy: therefore I must decline acceding to your request and refer you to the Navy Department for a copy of the paper in question.

Although the Court has been dissolved, and I do not consider it altogether formal to enter into a correspondence with its late members on the action taken by the Court, or that of the revising Officer - especially as you have announced your intention of laying the matter before the Secretary of the Navy, I will however remark in reference to that portion of your letter in which you say "a copy of the paper which you read upon the Quarter deck yesterday; in presence of the Officers and Crew, assembled at 'muster', and animadverting in terms of severe censure on the Court Martial" that it is customary to read sentences of General and Summary Court martial on Seamen and Marines, with the qualified or full approval or disapproval of the revising authority in the presence of the assembled Officers and Crew upon the Quarter deck at muster: that my animadversions on the sentence, showing why I differed so much in opinion with the Court, were therefore properly made at the time and place - believing as I did, that the sentence was too mild for the finding and

and that it was made my duty to revise, approve or confirm, or to disapprove of the sentence.

It is optional with the revising authority to send back the proceedings to the Court for revision, or to confirm or disapprove of the proceedings - animadverting upon the same. I judged the latter to be the preferable mode in this instance, and in animadverting at the time and place upon the sentence passed upon the prisoner, my object was to show that we could not find a sentence for so grave an offense, why I could not, in view of the discipline of the service, concur in opinion with the Court. And I believe that the language of the paper itself attached to the record of the Court and read by me, will fully sustain this single interpretation in the mind of the Secretary of the Navy.

As this matter is to be submitted to the Navy Department; and deeming the discussion of the subject between us aboard the ship to be productive of no good, you will please excuse me in declining further correspondence.

I am, very respectfully,
Your obedient servant
(signed) Andrew C. Foote
Commander

Lieutenant
H. K. Davenport
U. S. Ship
"Portsmouth"

Sir

In reference to Lieutenant Davenport's letter to you of this instant, I have merely to remark that when he requested a copy of the paper I read on the quarter deck, I was under no obligation to quote the language showing his construction of that paper. I more properly quote from the first paragraph of the paper itself in connection with his request; but in the second paragraph, a portion of his own language was quoted. You well know that I have never admitted that the paper referred to contained anything beyond what it announces in the first paragraph which reads this: "After reviewing the proceedings of the Court, the Commander feels impelled to animadvert upon the sentence passed upon the prisoners." And I believe that the Secretary of the Navy will fully sustain this view on reading the paper without further comments or explanations.

Respectfully
(signed) A. H. Foote
Commander

Lieutenant
Wm H. Macomb
Executive Officer

U. S. Ship Portsmouth
At sea, March 12th 1858

P. S. In my letter to you and also to Lieut Davenport, I find that in quoting from the first paragraph of the paper, I accidentally used the word animadverting instead of animadvert (implying the same meaning however) as it stands in the paper read out

Quarter deck.

(signed) A. H. Foote

Sir

I received a letter from Lieut Davenport last evening, in which he says: "In your letter of this date, in reply to one I wrote, you make, as a quotation the following sentence which I have underscored. 'Animadverting upon the sentence passed upon the prisoners.'"

No such sentence appears in the letter which I addressed to you this morning.

You will inform Lieutenant Davenport that I am not aware of having said that the language quoted above did appear in the letter he addressed to me yesterday. But the quotation referred to is the concluding clause of the first paragraph of my paper read on the quarter deck, showing the character of that paper. And that Lieut Davenport will find a correct quotation of a material part of his letter in the second paragraph of my letter to him of yesterday's date, following these words: "I will however remark in reference to that portion of your letter in which you say 'Animadverting upon the sentence passed upon the prisoners.'"

Respectfully
(signed) Andrew H. Foote

Lieutenant
Wm H. Macomb
Executive Officer

U. S. Ship Portsmouth
At sea, March 12th 1858

(These letters should be transposed, reading the one on the opposite page first.)

U. S. Ship Portsmouth
At sea, off the Cape of
Good Hope, April 20 1858

Sir

In my report to Commodore Frem-
strong of the capture of the Barrier Forts
near Canton, I spoke favorably of Hartt's
elevating screws. On further testing them,
and in fact at the time the report was
made, I might have suggested, as I now
take the liberty of doing to the Bureau,
that the dist. of the screw be increased
both in diameter and circumference so as to
admit larger and longer bars. The
training loops in the brackets of the guns
can easily be shifted as will be seen, so as
to admit of greater lengths of the levers with-
out inconvenience.

Lieutenent Macomb, the Executive
Officer of this ship, who has paid special at-
tention to the subject of Ordnance, has fre-
quently called my attention to the improvements
of Hartt's screws as herein suggested.

I have the honor to be

Very respectfully

Your obedient servant

(signed)

Andrew H. Foote
Commander

Captain D. W. Ingraham

Chief of Bureau of

Ordnance & Hydrography

Washington D.C.

[illegible][illegible][illegible][illegible]

signals furnished every American
man of war, as they now are American
merchant vessels, and I believe all men
of war and merchant vessels of other
nations.

We have Rogers' signal book,
but it is useless, as no vessels but our
men of war appear to have it on board.

I have the honor to be

Very respectfully

Your obedient servant

(signed) Andrew H. Foote
Commander

Howe Isaac Tousey
Secretary of the Navy
Washington
D.C.

U. S. Ship Fort Mifflin
At sea, Off the Cape of Good Hope
April 23^d 1858.

Sir

Enclosed is the quarterly re-
port on the Naval Apprentices.

Before sailing from the Uni-
ted States, I obtained authority from
your predecessor, Secretary Dobbin, to
take on board eight additional appren-
tices to the number allowed the ship.

It will be seen from the quar-
terly reports, that the apprentices have
been instructed in the rudimentary branches
of English and Arithmetic, as well as
in Seamanship and Gunnery. There is
no teacher provided, neither are books
furnished for the boys, which will pre-
vent as a general rule, that instruc-
tion enjoined by the Government, until
these are supplied. It is due to Lieut-
enant Macomb, the Executive Officer,
today that he has ably and super-
vised both the moral and professional
training of the apprentices.

With a single exception, the
apprentices are performing, at least, the
duty of Ordinary Seamen. Two of them
however I have rated Quarter Seamen.
But as it is the first cruise of the boys,
I did not feel authorized to advance
more than one of the others beyond the
rate

ratio of first class apprentices.

If Commanders of vessels perform their duties to the apprentices, when suitable means are furnished them, in the language of your late report: — "They, if the apprentices will, ~~will~~ ^{will} become trained and fit to take the place of seamen; and instead of being stalling supernumeraries in the population of the larger cities, they will become efficient and useful members of an improving and valuable class, without which neither a naval nor mercantile marine can be sustained".

The number of apprentices has been reduced two by death at the storming of the Canton Barrier Forts, one by the disease of the climate, and one invalided home early in the cruise.

I am, Sir, the honor to be

Very respectfully,

Your obedient servant

(Signed) Andrew H. Foote
Commander.

Hon.

Isaac Toucey

Secretary of the Navy

Washington

D.C.

U. S. Ship Portsmouth
Portsmouth N.H.

June 14th 1858

Sir

I send herewith a paper, containing Remarks on the sailing and other qualities of this ship during her late cruise, and which it will be perceived that I have recommended an increase of ballast amounting in all to ten tons, and that the ship should be provided with good Fore and Main Sprungers or Staysails as storm sails.

We found the greatest inconvenience at the Barrier Forts for want of a strong hawser hole and bitts, as we had to work our sheet anchors and cables around to keep the ship in position across the tide. The chock in the stern port was useless, while we had to use the Capstan for bitts. The English men of war are fitted with strong hawser holes, which in sea fighting become essential to a ship's efficiency if not safety.

The combings of our hatches are much lower than those of other single decker ships, and we have found in bad weather, much inconvenience from it.

The light spars of the ship are too slight to carry the required sail, top-gallant masts and yards.

I shall leave with the Com-

mandant

mandant of the yard a statement of the Forward Officers, in which I generally concur, in relation to the condition of the vessel, rigging, spars and sails.

The bunts to the water line are a good deal decayed, the spar deck much worn, cat heads rotten, and the iron work generally is bad. Main topmast trestle trees so much decayed that the fid of the topmast mast sunk into them off the Cape of Good Hope, and endangered the upper spars. The red-dress port gives the masts too much play. There is quite a quantity of copper off both bows. The Launch, 1st and 3rd Cutters are old and unfit for service.

The rigging is old and generally unfit for use. The bobstays are too slight, the iron work about the bowsprit has repeatedly parted. The backstay bolts in the chains have drawn several times, rendering the upper spars insecure. It must be said however that in beating against the head monsoon in the winter season from Hong Kong to Shanghai, and on the outward and homeward bound passages, the ship has carried quite as much sail and encountered as rough weather as is usually experienced at sea.

Of the sails there are two Cruises, one fore and one main topsail, a jib and fore and main topgallant sails good for the second best suit for another cruise. The Sailmaker reports a greater number good for that purpose, with slight repairs. I hope that Fore and Main Spencers or Trysails will be replaced

in all our ships. Heavy gales, in my opinion, require them.

In the early part of the cruise we carried our Main topmast studding sails, but have since abandoned them altogether, substituting a main topmast staysail - using a Lib without its bonnet for this purpose. The Main topmast studding sails are useless and laid aside by all merchantmen. It was not till we gave them up, and hoisted the Main topmast staysail in their place, that we were enabled to beat the clipper ship "Wild Wave" which for the twenty four previous has held way with us. We at last ran her out of sight on our lee quarter. The water tanks are old and wholly unfit for another cruise.

It became necessary on our arrival at St Helena, to replace the old and decayed Main topmast trestle trees with new ones.

I have the honor to be
Very respectfully
Obedient servant
Signed) Amos H. Foote
Commander

John Lenthall Esq
Chief of Bureau,
of Construction &c
Washington
D.C.

U. S. Ship Portsmouth
Portsmouth N. H.
June 13th 1858

Sir

I have the honor to report the arrival of this ship, after a passage of forty days from Anjer, Java, to the island of St Helena, where we remained four days, and of thirty five days from St Helena to this place. Officers and crew in good health.

I shall forward by mail, full reports of the Condition and sailing qualities of the ship and battery to the Bureau of Construction & Ordnance.

Our arrival at Anjer, was reported to the Department on the 26th March

I have the honor to be
Very respectfully
Yours obedient Servant
Andrew H. Foote
Commander
U.S.N.

Hon. Isaac Toucey
Secy of the Navy
Washington
D.C.

U. S. Ship Portsmouth
At sea, May 18th 1858

Sir

John Griffith (Seaman), belonging to this vessel, has a claim for pay, and being Compromised myself with the facts of the case, I respectfully lay them before the Department, with the hope that his claim may be allowed.

It will be perceived, by the accompanying Copy of a letter received by me, that Griffith, at first supposed to be, and marked a deserter, proved subsequently to be not a deserter; and the Department in recognizing the fact, accordingly remits the forfeiture of pay incurred between the times he was marked as a deserter, and entered again on the books of the ship. But at the time the man was so marked, the books exhibited some \$40 or so, perhaps, standing to his credit, which, of course, with the other, was also forfeited: this forfeiture then, it is plain, as it involves precisely the same principle as the other point, should also be remitted, and the amount placed again to his credit.

I have the honor to be
Very respectfully

Yours obedient Servant
Andrew H. Foote
Commander

(Signed)
Hon. Isaac Toucey
Secy of the Navy
Washington
D.C.

U. S. Ship Portsmouth
At sea June 13th 1858

Sir.

Agreeably to the Regulations for the
Enlistment and Maintenance of Apprentice boys
for the Navy, I send herewith a list of names of
the Apprentices of this ship; the expirations of the
term of their enlistment, and the amount of
pay due each on the 15th of the present month,
who I consider deserving of a leave of absence
viz

The boys having less
than \$100 due them, have had either all or part,
or been permitted to permit part of their pay to
their parents.

I have the honor to be
Very respectfully
signed Andrew H. Foote
Commander

Hon Isaac Tacey
Secy of the Navy
Washington
D.C.

U. S. Ship Portsmouth
Portsmouth N.H.
June 14th 1858

Sir

I deem it to be no more
than an act of justice to the Officers
and the Crew generally, of this ship,
to state to the Department, that they
have zealously and intelligently performed
their duties during this quarter. The
exemplary deportment of the Officers
has been favorably reflected on the crew.
To the unsparing exertions of the Ex-
ecutive Officer, Lieutenant Macomb,
and others, we are greatly indebted for
harmony, as well as the general ef-
ficiency of the ship.

I have the honor to be
Very respectfully
Your obedient servant
(signed) Andrew H. Foote
Commander

Hon. Isaac Tacey
Secy of the Navy
Washington
D.C.

New Haven
July 24th 1858

Sir,

In reply to your letter of
The 22nd inst. I inform the Department
that I am now unable to give and
substantiate fully the reasons which
led me to decline giving a letter to
Mr. McEvoy. He had a good deal of
difficulty while aboard the "Portsmouth",
and was reported to me frequently
by the executive & other officers; and
I considered him not calculated
to get along in the service.

Lieut. Chaumont, the executive
officer of the "Portsmouth", gave Mr.
McEvoy a letter, which I endorsed
when last in Washington, testifying
to his fair conduct while on board
serving the Cavalry Barracks.

I have the honor to be

Very Respectfully

Yours Obedt. Servt.

Andrew H. Frost

Comdr.

Captain

E. A. Ingraham

Chief of Bureau of

Gen & Hydro.

Washington D.C.

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A. W. Frost

20

566

Pat

14

Watch Bill

Fore Castle

Ship No.	Rate	No.	Name	Rate	No.	Name
78	1 Capt.	1	Thomas Collins	08	49	Massey Smith
1086	Sea	3	Daniel Long	Sea		Ericksen
806	Sea	5	Nicholas Melinaurus	245		M. Gardiner
809	Sea	7	Frederick Bath	Sea	53	Thomas Jones
860	Sea	9		Sea	55	
872	Sea	11	James Smith 4 th	Sea	57	Thos. G. Putnam
		13	Joseph Sheridan	Sea	59	Corr. Vandenberg
206	Sea	15	John Gregory	Sea	61	Steb. B. Root
	Sea	17	George Robson	Sea	63	Isaac Perkins
829	Sea	19	Henry Barnes	Sea	65	M. Johnson & Co.
832	Sea	21	William McHardy	Sea	67	Sam. Stevens
537	08	23	Math. Collins	Sea	69	John Pollock
536	08	25	John Lord	Sea	71	Frederick Vogell
535	Sea	27	Thomas Penney		73	Henry Riley
273	Sea	29	William Austin	Sea	75	Chas. Norris
246	Sea	31	Peter Mills		77	John Shaw
129	Sea	33	Daniel Monro	Sea	79	Ed. Callahan
387	Sea	35	William Pitcher	Sea	81	
551	08	37	James M. Jones		83	
395	08	39	George Raymond	Sea	85	George Clifford
145	Sea	41	Robert Anderson	Sea	87	M. Boyd
835	Sea	43	James Turner 1 st	Sea	89	Henry Chapin
397	08	45	Mich. Reed	Sea	91	John Washburn
395	08	47	Massey Smith	Sea	93	
					95	Phil. Smith
			Starboard	Sea	280	M. Chapman
2140	1 Capt.	2	Robt. McCloud		13	En. Gardiner
817	Sea	4		Sea	14	Geo. Janot
818	Sea	6	Harold Marchant		16	Joseph Mayhew
62		8	John Thompson 1 st		18	Ed. Warren

Fore Castle Lark

SN	Rate	Age	Names	SN	Rate	Age	Names
82	Sea	20	John Crawford	316	Sea	60	John Little
299	Sea	22	M ^r Jones 2 ^d	991	OS	62	Francis R. Gordon
294	Sea	24	George Woodson	848	Sea	64	
291	Sea	26	Sam ^l Wright			66	
328	Sea	28	M ^r Locke			68	Nathan Reed
330	Sea	30	John Murphy	846	Sea	70	William Small
837	Sea	32	M ^r Drake	190	Sea	72	Richard Smith 1 st
140	Sea	34	John Bonditch	227	Sea	74	Joseph Donora
495	Sea	36	John Simpson	599	Sea	76	
145	Sea	38	Nicolas Maddison			78	
		40	Joseph Raine	711	Sea	80	Henry Stubbs
120	Sea	42	John Sanderson			82	John Sadler 2 ^d
521	Sea	44	Ch ^l Jones 2 ^d	498	Sea	84	John Walker
169	Sea	46	Th ^l McKeon	134	Sea	86	Levin Larson
229	Sea	48	John Fullerton	718	Sea	88	
225	Sea	50	James Murray	271	Sea	90	
1005	Sea	52	John Harvey	340	Sea	92	William Montgomery
201	Sea	54	Joseph Ward	118	Sea	94	Ch ^l Hamilton
220	Sea	56	John Kennedy			96	Th ^l Scott
559	OS	58	Louis Langer				

Fore Top

Harboar	SN	Rate	Age	Names	SN	Rate	Age	Names
	223	Sea	97	Joseph M. Mott	84	Sea	98	James Davis 2 ^d
	73	Sea	99	James Scott	988	Sea	100	William Barnes 2 ^d
	162	Sea	101	M ^r L. Lawrence	797	Sea	102	Elas Reed
	1019	Sea	103	Ch ^l Anderson 2 ^d	1144	Sea	104	Paul W. Richardson
	787	Sea	105	John Hammond	549	Sea	106	John Moore
	264	Sea	107	John Harsland			108	John Wilson 2 ^d
	298	Sea	109	John Grant	381	Sea	110	Joseph Purcell
	344	Sea	111	Alon ^o Moody			112	William P. May
	254	Sea	115	Joshua Nymann	212	Sea	114	Sam ^l Woodson

Fore Top Cont

Lark

Harboar	SN	Rate	Age	Names	SN	Rate	Age	Names
	207	Sea	117	James Thompson	1120	Sea	116	George Williams
	184	Sea	119	John Wood	850	Sea	118	William Lockins
	120	Sea	121	Richard Smith 2 ^d	858	Sea	120	John Caulk
	576	OS	123	Th ^l B. Bonditch	423	Sea	122	John Hamilton
	209	Sea	125	John Hayes	559	OS	124	George Capton
	573	OS	127	John Cooper	220	OS	126	John Williams 4 th
			129	Ch ^l Smith	440	Sea	128	Corn ^o Worrack
			131	Ch ^l Schooner	1053	Sea	130	J. W. Hanson
	320	Sea	133	John L. Calton	202	Sea	132	William Davis
	217	Sea	135	Alon ^o Reed	921	OS	134	M ^r Victoria
	449	Sea	137	Ch ^l Stevens	226	Sea	136	M ^r Brown 2 ^d
	550	OS	139	Math ^l Rugan	424	Sea	138	Andrew Wicket
	163	Sea	141	John Miller	479	OS	140	M ^r Woodlands
	170	Sea	143	Andrew Lamm	838	Sea	142	M ^r Ross
	810	Sea	145	Alon ^o Stafford	990	Sea	144	John Jones 4 th
	878	OS	147	Prescott Thompson	292	Sea	146	Emanuel Angus
	1111	Sea	149	Martin Taylor			148	
	859	Sea	151	William Lambert	261	Sea	150	Dr. Robinson 1 st
	872	OS	153	George Hilley	509	OS	152	John Dunn
	257	Sea	155	Th ^l Williams 1 st	159	Sea	154	Ch ^l Williams
	167	Sea	157	John Thompson 3 rd	1021	Sea	156	Robert Brown
	138	Sea	159	John Rodgers	107	Sea	158	M ^r Russell
	536	Sea	161	Edon ^o Morris	308	Sea	160	Martha Morley
	216	Sea	163	James Smith 3 rd	251	Sea	162	William Jay
	1118	Sea	165	William Lykes	270	Sea	164	William Moore
	102	Sea	167	John Williams 1 st	422	OS	166	John Ward
	456	OS	169	James Brayman	401	Sea	168	William Spear
	276	Sea	171	Thomas Jones 2 ^d	855	Sea	170	M ^r B. Brown
	1123	Sea	173	Joseph Moratt	853	Sea	172	M ^r Smith 2 ^d
	1040	Sea	175	Collins Milroy	478	OS	174	Calvin D. Perkins
	100	Sea	177	Ch ^l B. Lawrence	253	Sea	176	Ch ^l Thompson 4 th
	925	OS	179	Ch ^l Parsons	1055	OS	178	Ch ^l Nicholas
	321	Sea	181	Ch ^l Norman	476	OS	180	Ch ^l Lanning

Starb.			Main Top			Starb.		
SN	Rate	SN	Names	SN	Rate	SN	Rate	SN
345	185	186	Sam. C. Brown	1008	186	John Patterson		
	187	188	John Ballho		188	David Davis		
1076	189	190	Michl. McEllen	597	190	Michl. Sargeant		
546	191	192	John Sperry	557	192	Sam. A. Smeat		
235	193	194	Quinton Poph	913	194	John Woodworth		
214	195	196	Moses Lee	204	196	Chas. Beach		
877	197	198	John Harrison	1016	198	William Harvey		
1022	199	200	Henry R. Cooney	223	200	Sam. Murray		
166	201	202	Chas. Anderson 1st	1044	202	Evst. Valentine		
219	203	204	Thomas Ruck	474	204	Chas. Lewis		
506	205	206	Alfred C. Cline	216	206	Matthew Nathaniel		
	207	208	Robt. Parker	264	208	Lam. A. Brown		
282	209	210	Sam. C. Bailey	246	210	Wm. Johnson 1st		
192	211	212	Edw. Edwards	1110	212	John P. Smith		
277	213	214	James Williams 1st	278	214	John Wilson		
1052	215	216	John Sherman	268	216	James Clark		
259	217	218	Thos. Lloyd	257	218	Albert Simon		
444	219	220	Harvey Warlow	446	220	Elias Thompson		
460	221	222	Chas. Black	193	222	Henry Larnard		
918	223	224	Wm. Blackburn	273	224	Edw. McLean		
802	225	226	John L. Mott	821	226	Francis Miller		
969	227	228	Robt. Watson	863	228	Anderson Bratton		
558	229	230	John Callahan			James Stevens		
865	231	232	Henry Marsden	284	232	John Williams 2d		
			Sam. C. Perkins	810	234	Sam. C. Smith 2d		
162	235	236	William Clark 1st			Sam. Culberson		
230	237	238	Thos. Rardine	152	238	Henry Montau		
228	239	240		175	240	Joseph Starobury		
1017	241	242	Malhu Noyes	168	242	Wm. Smith		
862	243	244	Wm. C. Thompson	129	244	Thos. Charles		
888	245	246	Henry Lee			John Williams		
200	247	248	Bernard Holback	262	248	Joseph Hall		
522	249	250	Henry Elias	793	250	Sam. Haggerty		

Starb.			Main Top Cont.			Starb.		
SN	Rate	SN	Names	SN	Rate	SN	Rate	SN
1165	251	252	Sam. C. Davis	992	252	Samuel Lloyd		
229	253	254	George Raboddy	583	254	George Stevens		
807	255	256	John Adams	816	256	Wm. B. Rogers		
515	257	258	Ballot Parker	295	258	John M. Cook		
1870	259	260	John Leguit	554	260	William Coleman		
1131	261	262	John Gorham	427	262	Sam. C. Kovel		
200	263	264	Jacob Ritz	269	264	Wm. Vanderpool		
874	265	266	John Brown 1st	199	266	Wm. Chappin		
39	267	268	Hugh Swick	121	268	John Statney		
88	269	270	Thos. Wilson	429	270	Sam. C. Dunbar		
574	271	272	Lebastian Clark	287	272	Henry H. H. H.		
799	273	274	John Bonard	1069	274	John Allen		
575	275	276	Sam. C. Parker	885	276	Henry G. Hancock		

Starb.			Mizen Top			Starb.		
SN	Rate	SN	Names	SN	Rate	SN	Rate	SN
157	277	278	John Gardiner 1st	1009	278	Sam. Robinson		
175	279	280	John Hoyer	474	280	Thos. Cooper		
575	281	282	John Sprague	950	282	James Larnard		
209	283	284	Thos. Morris	875	284	Wm. P. Larnard		
311	285	286	Sam. Robinson	1115	286	James Higgins		
451	287	288	John Randolph	124	288	John Wilson		
282	289	290	William Griffith	576	290	James Armstrong		
826	291	292	John Hopkins	225	292	Munson Lynde		
83	293	294	Thos. Dudley	798	294	John Anderson		
173	295	296	Henry Eagle	844	296	John Mott		
452	297	298	Abraham Hough	657	298	James Rice 2d		
861	299	300	John Brown	801	300	David Koff		
218	301	302	Henry Smith	1086	302	Thos. Standen		
227	303	304	Wm. Smith	557	304	John Ruck		
	305	306	Sam. Sanborn	795	306	John Waller		
196	307	308	Thos. Simpson	457	308	James Barry		

Mizen Top Cont.				After Guard Cont.			
Starb'd				Starb'd			
570 Rate 370	John Rierson	570 Rate 370	William Howard	558 OS 367	John Buddleston	485 Sea 368	Allen P. Vanderwater
222 Sea 369	John Rierson	443 OS 374	William Howard	104 Lds 369	Samuel Rice	1070 370	Michl. Geraffly
485 OS 371	John Antonio	408 Lds 376	Oliver Island	390 OS 371	Wm Roy	579 OS 372	Douglas M. Hume
1068 May 373	Thomas Carter	157 2Cp 378	John Thompson Jr.	448 Sea 373	Henry Lott	662 Lds 374	George Dunbar
907 OS 375	Francis Lyons	310 Sea 380	Wm. Kaddow	310 OS 375	H. M. Campbell	453 OS 376	Chris Archer
74 2Cp 377	Richd. Secord	556 OS 382	John Boyle	1124 OS 377	Morgan Charens	1017 2Cp 378	David S. Phillips
759 Sea 379	Richd. St. Matthews	581 OS 384	Chas. Bram	378 OS 379	John Wilson Jr.	571 OS 380	Henry Swetus
337 Sea 381	George Mellos	157 Sea 386	H. M. Arons	371 OS 381	John Liffly	258 OS 382	Charles Smith
886 OS 383	John McQuinn	1040 Sea 388	H. P. Armstrong	450 Lds 383	Abram Nays	715 Lds 384	John McLaughlin
250 Sea 385	W. Marionett	520 OS 390	John Smith 1st	455 OS 385	William Black	440 OS 386	John Miller
126 Sea 387	George Cook	830 Sea 392	Henry Collins	480 Sea 387	James Calhoun	388 OS 388	John S. Garrison
249 Sea 389	Joshua Carey	183 Sea 394	John A. Monnal	559 Sea 389	William Clapidge	540 OS 390	Wm. B. Greenleaf
290 Sea 391	Thomas K. Hastings	229 Sea 396	John Evans	405 Lds 391	William Clapidge	452 OS 392	Thomas Truman
213 Sea 393	John Kelly	496 Sea 398	John Rangleur	405 Lds 393	John Underhill	450 OS 394	Francis Bonwell
485 OS 395	Thomas Cummings	407 OS 340	Henry Geraffly	722 Lds 395	George Vintner	463 OS 396	Michl. McNolly
911 OS 397	Sam. C. Carter	164 Sea 342	Wm. Henry 1st	524 OS 397	Julmar Brooks	871 OS 398	Robt. Turner
493 OS 399	Isaac Dunton	447 OS 344	Wm. Wattle	491 Lds 399	Barnard M. Farlow	401 OS 400	Francis Riley
477 OS 341	Henry Ackerman	486 OS 346	Isaac Winslow	488 OS 401	John G. Merritt	716 Lds 402	Chas. Lundy
884 Sea 343	William R. Thompson	OS 348	H. P. Bailey	547 OS 403	Timothy Pike	475 OS 404	Robt. Lamson
977 OS 345	Peter Ball	403 OS 350	Dan. E. Alford	594 Lds 405	Wm. Williams	581 Lds 406	Sam. S. Boston
216 Sea 347	H. P. Rice	414 OS 352	H. P. Walter	528 OS 407	Robt. Merritt	408 OS 410	Nathl. Pearce
207 Sea 349	Wm. Valentine	283 Sea 354	Benj. P. Wellman	459 Lds 409	James Simpson	675 Lds 412	John S. Boston
887 OS 351	John S. McLoch			668 Lds 411	John Sumner	646 Lds 414	Nathl. Pearce
569 OS 353	Anderson Quinn			652 Lds 413	Chas. Callahan	414 OS 416	Step. Rife
				880 OS 415	Ezekiel Norton	580 OS 418	Sam. C. Thompson
				692 Lds 417	Thomas Phelan	700 Lds 420	Joseph Malony
				656 Lds 419	John Morgan	421 OS 422	Marcus Mott
				436 OS 421	John Elbert	695 Lds 424	Arch. M. Lane
				615 Lds 423	Joseph Butterfield	1079 OS 426	Chas. Parsons
				555 Lds 425	Jeremiah W. Manning	740 May 428	Wm. Arnold
				968 2Cp 427	John Corbett	989 2Cp 430	Wm. Arnold
				429 OS 431	Washington Webb	967 OS 432	Wm. Arnold
				732 May 433	Washington Webb	914 OS 434	Wm. Bennett

Harb.			After Guard Cont.			Last		
Sn	Rate	Mr	Sn	Rate	Mr	Sn	Rate	Mr
545	Lds	445	Chas. C. Read	272	Sea	436	Mrs. Brown 4 th	
742	Boy	447	George Lefty			438		
		439		494	OS	440	John Bette	
374	Lds	441	Sullivan, M. Smith	481	OS	442	Thompson Moore	
373	OS	443	Mrs. Eldridge	901	OS	444	Smith Robinson	
629	Lds	445	Mrs. Gallinay	683	Lds	446	Benj. Knapp	
554	Lds	447	Michl. Moore	960	OS	448		
		449				450	Peter Linder	
405	OS	451	Anderson, Beale	469	OS	452	John Michael	
581	OS	453	Joseph Greer	454	Lds	454	Sam. Gabley	
417	OS	455	Anderson, Gills	569	OS	456	Alex. H. Leach	
867	Sea	457	Michl. Harwood	565	OS	460	Ameyor Waterman	
755	Boy	459	John Chalony	924	OS	460		
427	OS	461	Joseph Baxter	254	Sea	462	Sam. C. Moore	
		463				464		
708	Lds	465	Patrick Connor	137	Lds	466	Ezekiel Ellison	
410	Boy	467	John Beomond	739	Boy	468	David Arney	
1008		469	James Smith 1 st	970	OS	470	Mrs. Howell	
		471				472		
372	OS	473	George Charles	416	OS	474	Sam. C. Bancroft	
748	Boy	475	David Chloes	436	Boy	476	Mrs. Chiswick	
		477		313	OS	478	Rufus Atwood	
514	Lds	479	Sam. C. Balle			480		
394	Lds	481		1025		482		
		483		720	Lds	484	Thos. Winton	
707	Lds	485	Patrick Dougherty	578		486		
582	Lds	487	Barly, C. Khan	690	Lds	488	Thos. Winton	
977	OS	489	Nicholas Banks			490		
666	Lds	491		902	OS	492	Mattew Cunningham	
1084		493	Chas. D. Tucker	897	OS	494	Rich. Wines	
1059		495	Louis Haerow	895	OS	496	John Harrigan	
		497		891	OS	498	Robt. Graham	

Harb.			Maist			Last		
Sn	Rate	Mr	Sn	Rate	Mr	Sn	Rate	Mr
570	OS	499	John Perry	326	OS	500	Dan. Fredrick	
577	OS	501	William White	397	OS	502	William Forbes	
		503	John Harris	948	Boy	504	Peter McKernon	
354	OS	505	John Parker	599	OS	506	Chas. M. Woodhouse	
951	Boy	507	Joseph Noel	279	OS	508		
988	Lds	509		593	Lds	510	John McInty	
57	Lds	511	Dan. C. White	936	Lds	512	Polhemus Cady	
932	Lds	513	James Turner 2 ^d	870	OS	514		
385	OS	515	John Williams 5 th	613				
		517		397	OS	518	Alongo Penley	
127	Sea	519	John Locadord	920	OS	520	Barthol. Ashkins	
561	OS	521	John Davidson	929	OS	522	Charles Fortune	
894	OS	523		734	Boy	524	Stephen, G. Cox	
906	Sea	525	David Joy	589	OS	526	Chas. Fairweather	
657	Lds	527	Shabt Blom	671	Lds	528	James Neales	
691	Lds	529	Mrs. S. Lawrence			530	Joseph Duncan	
388	OS	531	Mrs. Munkin	697	Lds	532	Edw. C. Parkey	
928	OS	533	John Babity	737	Boy	534	Joseph Mason	
		535		585	OS	536	John W. Gabriel	
107	Lds	537	William Evans	771	Boy	538	George Rouse	
146	OS	539	Mrs. H. Dor	587	Lds	540	John C. Christian	
635	Lds	541	James Carr	687	Lds	542		
916	OS	543	William H. Dor	649	Lds	544	Merry Valentine	
635	Lds	545	Francis Maccomb			546	David Sullivan	
		547		693	Lds	548	John Bonell	
735	Boy	549	Carroll Thompson	884	OS	550	Ed. Carrigan	
121	Lds	551	Mary Smith 2 ^d	731	Boy	552	Mrs. McAlister	
750	Boy	553	Wolfort Stenard	950	Boy	554	James Keen	
947		555		504	OS	556	Charles Lee	
954	Boy	557	William Ackerman	758	Boy	558	Chas. B. Rich	
941	Lds	559	Thos. Neotom	560		560		
609	Lds	561	Sam. C. Stevens 1 st			562		
783	Boy	563	Vincent Grant			564		

Starb'd		Mast Cant		Starb'd	
570	Rate 470			566	John Hart
769	Boy 565	John Royal	912 OS 568	George Edwards	
749	Boy 567	M ^r Hartigan	940 Boy 570	Bonnie Lary	
1072	571	Peter Chapman	1072 572		
607	Lds 575	Wacham Shuckley	303 Sea 574	William Melon	
890	OS 577	John Cady	935 Lds 576	David J. Moses	
940	Boy 579	Jacob Makea	628 Lds 578	William Hopkins	
879	581		624 Lds 580	Sam ^l Everett	
903	Lds 583	Robert Long	606 Lds 582	Mahony Parks	
187	Sea 585	Henry Linders	738 Boy 584	Bon ^l H. Malden	
905	Boy 587	M ^r Courtney	905 OS 586	Chas ^l Rodgers	
754	589		1075 588	Rob ^t Whelan	
909	Lds 591	John Bruen	898 OS 590	William Tharau	
765	Boy 593	Oliver Auffy	653 Lds 592	William Jones 1st	
221	Sea 595	Alphau Adams	688 Lds 596	Charles Craff	
726	Boy 597	George Curley	899 598		
627	Lds 599	John Corley	702 Lds 600	Abam. Smart	
533	Boy 601	John Mitchell	677 Lds 602	Rich ^d Dyer	
682	Lds 603	Martin Martus	620 Lds 604	William Coats	
923	OS 605	Barth Sando	390 Lds 606	Walter F. Morgan	
618	Lds 607	John Supen	607 OS 608	Frederick Wells	
674	Lds 611	Peter Vastervell	915 OS 610	John Bondal	
938	Lds 613	Patrick Flynn	934 Lds 612	Ebenezer S. Richardson	
534	OS 615	John S. Clark	620 Lds 614	John Layton	
604	Lds 617	Joseph L. Gray	366 Lds 616	James Hunt	
959	Boy 619	En ^l Whinnam	942 Boy 618	John M. Lay	
680	Lds 621	Abram Metzger	949 Boy 620	James Edgar	
381	OS 623	George Jennings	622 John Lifford		
	625	Frederick Barry	919 OS 624	Peter Ross	
948	Boy 627	Sam ^l Robell	617 Lds 626	John Corley	
744	Boy 629	Joseph May	596 OS 628	James Ross	
640	Lds 631	Mich ^l Fitzpatrick	400 630	Sam ^l McPomery	
413	OS 633	Dan ^l Harton	940 Lds 636	M ^r Ross	
622	Lds 635	George Robertson	570 OS 638	Dan ^l Clute	

Starb'd		Fore Mast Men		Starb'd	
613	Sea 641	Erick Barry	111 Sea 642	John Money	
179	Sea 613	William Symonds	197 Sea 644	Walter Phillips	
99	Sea 615	George Mitchell	103 Sea 646	James Woodhouse	
412	OS 617	Godfrey Bondie	892 OS 648		
378	Sea 619	John Jones 2 ^d	650		
	651		652		
Starb'd		Main Mastmen		Starb'd	
184	OS 653	James Wier	571 Sea 654	John Parnau	
800	Sea 655	William Clark	274 Sea 656	Rob ^t Martin	
96	Sea 657	George Schager	109 OS 658	John Woodward	
	OS 659	John Manion	468 OS 660	Lewis Williams	
489	OS 661	John S. Porter	442 OS 662	John Mord	
	663		962 Sea 664	John Robinson	
Starb'd		Soldiers		Starb'd	
153	Boy 665	Abam. Kingland	276 Sea 666	Wm. Gould	
181	Sea 667	Dan ^l Smith 1 st	610 Lds 668	Robert K. K. K.	
114	Sea 669	M ^r Turner	640 Lds 670	Thomas Woodward	
358	OS 671	Thomas McMahon	482 OS 672	James Gordon	
	673		466 OS 674	John Walling	
Starb'd		Messenger Boys		Starb'd	
758	Boy 675	William Wells	767 Boy 676	Dan ^l Goodman	
759	Boy 677	John Norman	938 Boy 678	Lourence West	
766	Boy 679	Leroy Croy	770 Boy 680	Sam ^l Seely	
741	Boy 681	Joseph Elliott	775 Boy 682	Henry McConick	
947	Boy 683	James Hagan	771 Boy 684	George Ross 2 ^d	

Starb'd		Mist Caut		Las't	
570	Kate 570	John Royal	912 OS	566	John Hart
749	Boy 565	W. Hartigan	940 Boy	570	George Edwards
749	Boy 571	Peter Chapman	1072	572	Bonnie Leary
1072	571	Wacham Hookley	303	574	William Morris
607	Lds 575	John Cady	935	576	David J. Moses
890	OS 577	Jacob Mabea	628	578	William Hopkins
940	Boy 579	581	624	580	Sam'l Everett
879	581	Robert Long	606	582	Matthias Parks
903	Lds 583	Henry Sanders	738	584	Bon' J. Malou
187	Sea 585	W. Courtney	905	586	Chas. Rodgers
905	Boy 587	589	1070	588	Rob't. McKinstry
754	589	John Bruen	898	590	William Thurnau
909	Lds 591	Oliver Haffty	658	592	William Jones 1st
765	Boy 593	Alpheus Adams	688	596	Charles Graff
201	Sea 595	George Culeb	899	598	598
326	Boy 597	John Corley	702	600	Abraham Spratt
627	Lds 599	John Mitchell	677	602	Rich'd Daycroft
583	Boy 601	Martin Mantus	620	604	William Scott
682	Lds 603	Barth Lunde	290	606	Walter F. Morgan
923	OS 605	John Luper	602	608	Frederick Walle
618	Lds 607	Peter Vartovally	915	610	John Kondal
674	Lds 611	Patrick Flynn	934	612	Ebenezer S. Richards
938	Lds 613	John S. Clark	620	614	John Layton
524	OS 615	Joseph S. Gray	266	616	James Stanton
604	Lds 617	Enl. Rhinomat	942	618	John M. Lay
959	Boy 619	Abram Matzger	949	620	James Edgar
680	Lds 621	George Jennings	622	622	John Laffricus
381	OS 623	Fred. Barry	919	624	Peter Pons
-	625	Sam'l Deball	617	626	John Portegans
948	Boy 627	Joseph Maay	596	628	James Pons
744	Boy 629	Nichl. Fitzpatrick	400	630	Danl. McPomby
642	Lds 631	Danl. Harton	940	632	Wm. Pons
413	OS 633	George Robertson	573	634	Danl. Chute
532	Lds 635				

Starb'd		Fore Mast Men		Las't	
93	Sea 641	Erick Barry	111	Sea 642	John Henry
719	Sea 643	William Seymour	197	Sea 644	Natlo. Phillips
49	Sea 645	George Mitchell	123	Sea 646	James Woodhouse
412	OS 647	Godfrey Bon dia	892	OS 648	
378	Sea 649	John Pons 2 nd		650	
	651			652	
Starb'd		Main Mastmen		Las't	
184	OS 653	James Bonie	571	Sea 654	John Bonman
800	Sea 655	William Clark	274	Sea 656	Rob't. Mantus
96	Sea 657	George Schreyer	109	OS 658	John Woodward
	OS 659	John Mannion	468	OS 660	Lewis Williams
489	OS 661	Shas St. Porter	442	OS 662	John Ward
	663		962	Sea 664	John Robinson
St.		Soldiers		Las't	
153	Stp 665	Abraham Kingoland	276	Sea 666	Wm. Gould
181	Sea 667	Danl. Smith 1st	610	Lds 668	Robert K. Leber
114	Sea 669	Wm. Turner	613	Lds 670	Thomas Woodward
358	OS 671	Thomas McMahon	482	OS 672	James Gordon
	673		466	OS 674	John Walling
Starb'd		Messenger Boys		Las't	
758	Boy 675	William Wells	767	Boy 676	Danl. Goodman
759	Boy 677	John Norman	933	Boy 678	Lawrence Elbert
766	Boy 679	Leroy Coray	770	Boy 680	Sam'l Deely
761	Boy 681	Joseph Allert	775	Boy 682	Henry McConnick
947	Boy 683	James Hayes	771	Boy 684	George Kelo 2 ^d

Starb'd				Boatman Mates				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
95	DM	658	Adam Roach	998	DM	686	Joshua Bryant				
234	DM	687	Charles Nelson	997	DM	688	John Davis				
114	DM	688		847	DM	690	John McKane				
869	DM	691	William Johnson & Co			692					

Starb'd				Gunners Mates				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
964	DM	693	William Pley	60	DM	694					
186	DM	695	William Long	186	DM	696	Henry Warner				

Starb'd				Quarter Masters				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
1004	DM	697	Robt. Saunders	1005	DM	698	Richd. Libby				
1001	DM	699	John Taylor	77	DM	700					
		701	Matthew Clark	841	DM	702	William Saffers				
1002	DM	703				704					
		705		868	DM	706	Nathl. Lord				
500	DM	707	William Buntov	790	DM	708	Enr. McDonald				
848	DM	709	E. M. Diney			710					

Starb'd				Quarter Gunners				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
964	DM	710	Phillip Packham	964	DM	712	Thos. Bates				
1006	DM	713	John Wright	939	DM	714	Payne Perry				
105	DM	715		1005	DM	716	John A. Frost				
		717		1005	DM	718					
966	DM	719	Wm. Jackson	204	DM	720	George Hynes				
		721		66	DM	722	Hammond Gordon				
79	DM	723	Thos. Nelson	1000	DM	724	Charles Clark				
282	DM	725	Joseph Oliver			726					
856	DM	727	James Whiffen	816	DM	728	John T. Matthews				

Starb'd				Head and Manges				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
		729				730					
392	OS	731	Abram Cuffee	424	OS	732	Thomas James				
512	OS	733				734					
589	Lds	735	Edw. & Ray	892	OS	736	William Webb				

Starb'd				Sail Makers				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
561	DM	737	George Middleton	571	DM	738	William Rogers				
849	DM	739	William Williams	631	Lds	740	John Rogers				
484	DM	741	Chas. Reed	486	OS	742	John Wells				

Starb'd				Carpenters				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
171	DM	743	Luther Smith	61	DM	744	John Lane				
224	DM	745	David Halfpenny	522	DM	746					
512	OS	747	Stephen Tarnum			748					
562	Lds	749	Machington Smith	365	OS	750	Joseph W. Spawman				
1126	DM	751	James Story	725	OS	752	George M. Milow				
639	Lds	753	Alfred Clay	555	OS	754	Edw. M. Knatus				
423	OS	755	Jacob Sturck	780	DM	756	Alfred Goodrich				
487	OS	757	Wm. M. White	1065	DM	758					
926	OS	759	Simon T. Meador	626	DM	760					
715	Lds	761	John Hickey	670	OS	762	Sam King				
671	OS	763	Wylceston Briggs	699	Lds	764	Clark Perry				
614	DM	765	William Ombroed	752	DM	766	Joseph Bates				
909	OS	767		128	DM	768	Danl. Burns				
		769		289	OS	770	John Lefe				
917	OS	771	Thos. Williams & Co	508	OS	772	William Tarr				

Starb'd				Coopers				Lar'd			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
1112	Coop	773	Thos. Moore	774	DM	774					
138	OS	775	Wm. Pennoth	717	Lds	776	Cyrus Claybridge				
706	Lds	777	Edw. Halliwell			778					

Harb. L.				Armourers				Last?			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
996	Alm	779	David Grady	669	OS	780	1st Lt. Jones				
615	OS	781		386		782	Francis Arries				
400	Sea	783	Nathl. A. Tommo	409	Sea	784	James D. Smith				
709	Lds	785	William Tomast	616	OS	786	James Sparks				
714	OS	787	Chas. Jones 1st	620	OS	788	Louis Whinschank				

Harb. L.				Sd Lers				Last?			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
		1	Andreas Roberts	62	Ab	2	John Sarsal				
1000	M/S	3	John Butler	700	M/S	4	George Potts				
	OS	5	Raphael Sundolff	362	OS	6	John Pore				
	OS	7	James Camille	160		8	Henry C. Williams				
1082	OS	9	Lamorne Rodeno		OS	10	Lamorne Linders				
420	OS	11	Henry Monroe	980	Boy	13	Joseph Vegettas				
			Julius Rivers	177		14	Chas. Morris				
1016	Sea	15	Henry Lundt			16	Alas. Dubois				
151	SLP	17	Wm. Botsford	252	OS	18	Antonie Sundolff				
465	OS	19	Henry Allen	752	Boy	20	William Henry D?				
496	OS	21	Edw. Parker	363	OS	22	Henry W. Collins				
955	SC	23	Jonathan Joseph			24					
541	OS	25	John Acres	752	Boy	26	Louis Collin				
980	Boy	27	Francis Morral	982	Boy	28	Julian Morra				
760	Lts	29	Louis Alexander	2821	Sea	30	Trans Morast				
981	Boy	31	Domingo Castro	601	Sea	32	John Fabrics				
	OS	33	Francis Morra		OS	34	Louis Lindenberg				
723	Boy	35	Joseph Villars		OS	36	Nicholas Hubball				

Marines			
Sea	1	Catchel	2
Corp	3	Giff	4
"	5	Nelson	6

Harb. L.				Marines				Last?			
SN	Rate	HN		SN	Rate	HN		SN	Rate	HN	
Musick	7		Lightell		Musick	8					Marko
"	9		McKury		"	10					Williams
Priest	11		Alfred		Priest	12					Alexander
"	13		Bruce		"	14					Brown
"	15		Conant		"	16					Burns
"	17		Connolly		"	18					Cornol
"	19		Harvey		"	20					Cummings
"	21		Hanley		"	22					Smith
"	23		Kelly		"	24					Sho
"	25		Lullman		"	26					Roeder
"	27		Morse		"	28					Maddock
"	29		Patten		"	30					Moon
"	31		Shaffield		"	32					Marmaduke
"	33		Martin		"	34					Nelson
"	35		Richards		"	36					Robinson
"	37		Nelson		"	38					Schooley
"	39		Woodward		"	40					Smith
"	41		Widell		"	42					Mottaw
"	43		Quam		"	44					Vanderburg
"	45		Maxwell		"	46					Ward
"	47		Carver		"	48					Callaghan
"	49		Moderwell		"	50					Torgerson
"	51		Craay		"	52					Mathews
"	53		Anderson		"	54					Rowland
"	55		Evans		"	56					Harlott
"	57		Hoots		"	58					Tomaw
"	59		Schroer		"	60					Montell
"	61		Confort		"	62					Montolow
OS	63		Young		"	64					

Starb.		Band		Laird.		
1115	M. J. B.	1	Raphael Train	1037	2	John Hoffman
1028	Sam	3	Cornelius Dorrington	1034	4	Peter Hill
399	B. S.	5	St. L. P. Parada	237	6	Christopher T. Mahan
236	Sam	7			8	Joseph Lutes
1020		9	John McConney	1053	10	Peter Alberto
1064		11	Francis Altes	1066	12	Cornelius Train
1029		13	Francis Madivoko	1067	14	Stephen Long
1062	B. S.	15	Francis Epparto	1061	16	Robt. Wilkinson
878	B. S.	17	Joseph Tannor	1026	18	Conoro Wapoo
1007		19	Alas. L. Inazio	1040	20	Sam. C. Beadie
1041		21	Antonio Storgemio	1058	22	
1058		23	James Rodgers	1047	24	Sam. C. Beadie
1009		25	Robt. Miller		26	
		27	Louis Castagne		28	

Quarter Bill

Quarter Deck

Daniel J. Patterson

Commander in Chief

Mid. & Aid to Com. in Chief

d. d. d.

John B. Nicolson

Commander

Joseph H. Adams

Mid. & Aid to Commander

Thomas W. Hyman

1st Lieutenant

William A. Wayne

Mid. & Aid to 1st Lieut

Simon B. Russell

Sailing Master

First Division

David R. Smart	2nd Lieutenant
Robert C. Johnson	Passed Midshipman
Richard M. Tilden	Midshipman
Woodhall Lehench	do
William Lomy	Gunnery Mate
John Wright	Quartermaster
John A. Wood	do

Gun No 1 & Opposite

William Braler	1 Loader	Lovin Lanson	2 Loader
Asa Mackburn	1 Sponger	Alex & T. Stafford	2 Spongers
John Boyle	1 Shot & Mad	Edw. Bailey	2 Shot & Pump
Terque McMahon	1 Cor	Robt. Lamonies	2 Cor
Henry Claydige	1 Port & Fire	James M. Barlin	2 Port & Fire
Thomas Jones 1st	1 Port & W. Spike	James M. Smith	2 Port & W. Spike
George Jennings	1 Port Wey	William Nannonacott	2 Port Wey
James Byrnes	1 Captain	Thomas Scott	2 Capt & Mate

Gun No 2 & Opposite

William Turner	1 Loader	Paul M. Richardson	2 Loader
John Williams 1st	1 Sponger	David S. Phillips	2 Spongers
William White	1 Shot & Mad	Richard Baycroft	2 Shot & Pump
Michl. Fitzpatrick	1 Cor	John Wendtich	2 Cor
Nicholas Melincamp	1 Port & Fire	John V. Spearman	2 Port & Fire
Abram Coffee	1 Port & W. Spike	James Randal	2 Port & W. Spike
John Cady	1 Port Wey	Henry Stubbins	2 Port Wey
George Mitchell	1 Capt	Columbus Hamelton	2 Capt & Mate

Gun No 3 & Opposite

Isaiah Hyman	1 Loader	John Hammlton	2 Loader
John Hammond	1 Sponger	John Warren	2 Spongers
George Raymond	1 Shot & Mad	William Lambert	2 Shot & Pump
Wm W. White	1 Cor	Timothy Kirk	2 Cor
Anderson Reals	1 Port & Fire	John Scherman	2 Port & Fire
James Smith 1st	1 Port & W. Spike	Chas. Smith	2 Port & W. Spike
Samuel Stevens 1	1 Port Wey	John Dinmore	2 Port Wey
Thomas Collins	1 Capt	Enl. Crawford	2 Capt & Mate

Gun No 4 & Opposite

William Adams	1 Loader	William Spear	2 Loader
John Mast	1 Sponger	Elas Rock	2 Spongers
Thos. Putnam	1 Shot & Mad	Thomas Williams 1st	2 Shot & Mad
James Smith 2nd	1 Cor		2 Cor
John Postorian	1 Port & W. Spike	Washington Smith	2 Port & Fire
	1 Port	Chas. Hearst	2 Port & W. Spike
Robt. Graham	1 Port Wey	John Boyd	2 Port Wey
William Soakins	1 Captain	Collins M. May	2 Capt & Mate

Gun No 5 & Opposite

John Dunn	1 Loader	Richard Jarvis	2 Loader
John Mast	1 Sponger	Joseph Mulony	2 Spongers
Thos. Western	1 Shot & Mad	John Williams 5th	2 Shot & Mad
James Smith 3rd	1 Cor	Charles Jones 2nd	2 Cor
Samuel Stevens 2nd	1 Port & Fire	Thomas James	2 Port & Fire
Thos. Woth	1 Port & W. Spike	William Drake	2 Port & W. Spike
Carroll Thompson	1 Port Wey	John Mitchell	2 Port Wey
William J. Lawrence	1 Capt	James Kennedy	2 Capt & Mate

Gun No. 6 & Opposite.

Samuel Davis	1 Loader	William Russell	2 Loader
Abel Reed	1 Sponge	John Simpson	2 Sponge
George Selley	1 Shot & Mas	Emanuel Angus	2 Shot & Mas
George Clifford	1 Cor	Nathl. Pearce	2 Cor
Isbman Brooks	1 Port & Fire	Paul Burns	2 Port & Fire
Wenham Shockley	1 Port & W. Spk	Stephen Pondleton	2 Port & W. Spk
James Davis	1 Capt	John McInty	2 Port Wg
Peter Postswell	1 Port Wg	John Phillips	2 Capt & Mate

Second Division

John H. Marshal	1 st Lieutenant
Henry Eld Jr	Midshipman
Charles A. Ayer	do
Thomas Cates	Quartermaster
Payne Perry	do

Gun No. 7 & Opposite

John Peison	1 Loader	George Carlton	2 nd Loader
James Northwood	1 Sponge		2 Sponge
Henry Smith Jr	1 Shot & Mas	Peter Allen	2 Shot & Mas
Stephen Tannum	1 Cor	Saml. Dunbar	2 Cor
Benj. D. Collier	1 Port & Fire	William Lock	2 Port & Fire
Patrick Dougherty	1 Port & W. Spk	Henry Hubbs	2 Port & W. Spk
Woolfort Stewart	1 Port Wg	Joseph Mason	2 Port Wg
Moses Lee	1 Captain	William Morris	2 Capt

Gun No. 8 & Opposite

John Rodgers	1 Loader	Daniel Clute	2 Loader
Jonathan McManis	1 Sponge	Nathan Reed	2 Sponge
Isaac Simpson	1 Shot & Mas	John Penley	2 Shot & Mas
Henry Smith Jr	1 Cor	John Mackworth	2 Cor
William Reed	1 Port & Fire	Joseph Lancelot	2 Port & Fire
William Murphy	1 Port & W. Spk	Donnis Leary	2 Port & W. Spk
Thos. Waring	1 Port Wg	Walter T. Morgan	2 Port Wg
Charles Wilson	1 Capt	Joseph Hall	2 Capt & Mate

Gun No. 9 & Opposite

Louis Langer	1 Loader	Henry Montan	2 Loader
John Jones Jr	1 Spon	Henry Lanson	2 Sponge
John Corley	1 Shot & Mas	Saml. Bancroft	2 Shot & Mas
John W. Smith	1 Cor	Peter Jones	2 Cor
John Hynes	1 Port & Fire	Joseph Haines	2 Port & Fire
Joseph Morath	1 Port & W. Spk	John Buddleaton	2 Port & W. Spk
Joseph May	1 Port Wg	William Leath	2 Port Wg
	1 Captain	Benj. Marshaw	2 Capt & Mate

Gun No. 10 & Opposite

John A. Frost	1 Loader	Lawrence Brown	2 Loader
Nathl. A. Simms	1 Sponge	Wm. Merryman	2 Spon
Barthel Shashin	1 Shot & Mas	Thomas Polka	2 Shot & Mas
Henry Ellars	1 Cor	Michl. McNelly	2 Cor
Thomas Campbell	1 Port & Fire	Rufus Atwood	2 Port & Fire
Saml. Scott	1 Port & W. Spk	James Clark	2 Port & W. Spk
Richd. Smith	1 Port Wg	Charles Lundy	2 Port Wg
	1 Capt	John Mills	2 Capt & Mate

Gun No 11 & Opposite

John Thompson 1 st	1 Loader	Nathan Merchant	2 Loader
William Jones 3 rd	1 Sponge	William Riley	2 Sponge
Godfrey Bondie	1 Shot & Mad	George N. Wilson	2 Shot & Mad
Wm. Chetwood	1 Gun	Robert Turner	2 Gun
John Perry	1 Port & Fire	Cyrus Clayridge	2 Port & Fire
John Spinnay	1 Port & W. Sp. S.	Isaiah Smart	2 Port & W. Sp. S.
1 st Lieut. Linn	1 Port Boy	John Kitch	2 Port Boy
William Gardiner	1 Captain	Joseph Starbury	2 Captain

Third Division

Richard Mainwright
Maxwell Northall
Thomas Nelson

Midshipman
do
Quartermaster

Gun No 12 & Opposite

Joshua Carey	1 Loader	Thomas Williams 1 st	2 Loader
Michael Wood	1 Sponge		2 Sponge
Alexander Clay	1 Shot & Mad	Charles Wood	2 Shot & Mad
Rev. G. Horton	1 Gun	Charles Lee	2 Gun
Frederick Vagell	1 Port & Fire	Arden King	2 Port & Fire
Thomas Horrocks	1 Port & W. Sp. S.	Wm. Forbes	2 Port & W. Sp. S.
Robert Lunde	1 Port Boy	John Brauer	2 Port Boy
Rev. G. Long	1 Captain	John Murphy	2 Captain

Gun No 13 & Opposite

Bernard Holliday	1 Loader	William Davis	2 Loader
Luther Smith	1 Sponge	Albert Simon	2 Sponge
William Calloway	1 Shot & Mad	Robt. Watson	2 Shot & Mad
Wm. J. Lamont	1 Gun	John Underwood	2 Gun
Rev. B. W. W. W.	1 Port & Fire	Samuel Lloyd	2 Port & Fire
John Hurman	1 Port & W. Sp. S.	William Vanderpool	2 Port & W. Sp. S.
William Ashcroft	1 Port Boy	William Craig	2 Port Boy
Thomas Parney	1 Captain	Robt. M. Cloud	2 Captain

Gun No 14 & Opposite

James Grayman	1 Loader	James Stevens	2 Loader
John Myers	1 Sponge	Chas. Williams	2 Sponge
Chas. W. Jackson	1 Shot & Mad	Chas. Craff	2 Shot & Mad
John J. Smith	1 Gun	Rev. Williams 8 th	2 Gun
Francis Malcomb	1 Port & Fire	James Murray 2 nd	2 Port & Fire
John Rogers	1 Port & W. Sp. S.	John Staggart	2 Port & W. Sp. S.
George Softly	1 Port Boy	James Stanbury	2 Port Boy
John Davis	1 Captain	John Walker	2 Captain

Gun No 15 & Opposite

John F. Selcher	1 Loader	Augustus Popham	2 Loader
Isaac Bird	1 Sponge	Robert Martin 2 nd	2 Sponge
John Rogers	1 Shot & Mad	Rev. J. Porter	2 Shot & Mad
Joseph Peacor	1 Gun	William Arnold	2 Gun
Nicholas Maddison	1 Port & Fire	Rev. J. McKee	2 Port & Fire
Aram Wang	1 Port & W. Sp. S.	Sam. C. Norton	2 Port & W. Sp. S.
Isa. Butterfield	1 Port Boy	Chas. M. Woodhouse	2 Port Boy
	1 Captain	Matthew Nonley	2 Captain

Gun No. 16 & Opposite

1 Loaded	James Armstrong	2 ^d Loaded
1 Sponge	William Fair	2 ^d Sponges
1 Shot & M ^d	William Evans	2 ^d Shot & M ^d
1 Bar	Louis Williams	2 ^d Bar
1 Port & Side	William Jones 1 st	2 ^d Port & Side
1 Port & M ^d	Joshua Klabit	2 ^d Port & M ^d
1 Port Way	John Galt	2 ^d Port Way
1 Captain	George Henderson	2 ^d Captain

Fourth Division

Albert E. Barnes	3 rd Lieutenant
Orontes Can	Pass. M ^d Chapman
John Neville	M ^d Chapman
Wm. B. Kerolan	2 ^d
William Rhy	Gunnery Mate
John F. Matthews	Quartermaster
Phillip Rockham	2 ^d

Gun No. 17 & Opposite

1 Load 2 ^d B	Smith Robinson	2 ^d Load 1 st B
1 Spon 2 ^d B	John Underhill	2 ^d Spon
1 Shot & M ^d 2 ^d B	Wm. Vascland	2 ^d Shot & M ^d 1 st B
1 M ^d 2 ^d B	Cornelius Bonnet	2 ^d M ^d 1 st B
1 Bar	John Bacon 2 ^d B	2 ^d Bar 1 st B
1 Port Way	Marcus Moll	2 ^d Port Way
1 Captain	John Peyton	2 ^d Captain
	William Wilson	2 ^d Captain

Gun No. 18 & Opposite

1 Load 2 ^d B	Calvin D. Perkins	2 ^d Load 1 st B
1 Spon & 2 ^d B	Dan & Knight	2 ^d Spon 1 st B
1 Shot & M ^d 2 ^d B	Thomas McGuire	2 ^d Shot & M ^d 1 st B
1 M ^d 2 ^d B		2 ^d M ^d 1 st B
1 Bar		2 ^d Bar 1 st B
1 Port Way	John Mello	2 ^d Port Way
1 Captain	Matthew Battureby	2 ^d Captain 1 st B

Gun No. 19 & Opposite

1 Load 2 ^d B	Sam. C. Woodson	2 ^d Load 1 st B
1 Spon & 2 ^d B	John Walsh	2 ^d Spon 1 st B
1 Shot & M ^d 2 ^d B	Malton Cunningham	2 ^d Shot & M ^d 1 st B
1 M ^d 2 ^d B	John Thompson 2 ^d B	2 ^d M ^d 1 st B
1 Bar	Shadrach Clark	2 ^d Bar 1 st B
1 Port Way	Simons	2 ^d Port Way
1 Captain	Joseph Rogers	2 ^d Captain 1 st B

Gun No. 20 & Opposite

1 Load 2 ^d B	John Robinson 1 st	2 ^d Load 1 st B
1 Spon & 2 ^d B	James Gordon	2 ^d Spon 1 st B
1 Shot & M ^d 2 ^d B	Theodore Bailey	2 ^d Shot & M ^d 1 st B
1 M ^d 2 ^d B	Benjamin Knapp	2 ^d M ^d 1 st B
1 Bar	Mary L. Hancock	2 ^d Bar 1 st B
1 Port Way	Reilly C. Shaw	2 ^d Port Way
1 Captain	James Dixon	2 ^d Captain 1 st B

Gun No. 21 & Opposite

Charles Woods	1 Load 2/13	James Neale	2 Load 1/13
Peter Mills	1 Spoon 2/13	John Walling	2 Spoon
Thomas Jones 2 ^d	1 Shot 2/13	Henry Riley	2 Shot 2/13
George Veritas	1 Shot 2/13		2 Shot 2/13
Thomas Phaulau	1 Cor	William Haddow	2 Cor 1/13
Thomas Carter	1 Port Boy	Clark Parry	Thomas
W. C. Thompson	1 Captain	John Harrison 2 ^d	2 Port Boy
		John Little	2 Capt. M 1/13

Gun No. 22 & Opposite

John Williams 4 th	1 Load 2/13	Andrew Braden	2 Load 1/13
Thos. Lloyd	1 Spoon 2/13	Louis Rhinheart	2 Spoon 1/13
Wm. Clayridge	1 Shot 2/13	Francis Riley	2 Shot 2/13
Dan. White	1 Shot 2/13	Robert Wilson Kinsey	2 Shot 2/13
James Story	1 Cor	Wm. Brown 4 th	2 Cor 1/13
William Williams	Fireman	John W. Gabriel	2 Port Boy
John Whinnam	1 Port Boy	Dan. Friedrich	2 Capt. M 1/13
Joseph Melby	1 Captain		

Fifth Division

Andrew M. Tooke

2^d Lieutenant

George Chocorisse
Charles R. Howard
Hammond Dordie

Midshipman
Quartermaster

Gun No. 23 & Opposite

John Jones 4 th	1 Load 2/13	John Fortune	2 Load 1/13
Alast. Collins	1 Spoon 2/13	William Chapman	2 Spoon
Chas. Callahan	1 Shot 2/13	Chas. Fortune	2 Shot 2/13
John Galtke	1 Shot 2/13	George Stevens	2 Shot 2/13
John Adams	1 Cor	Thomas Newton	2 Cor 1/13
Wm. Martigan	1 Port Boy	Math. G. Lightner	Thomas
Joshua Bayant	1 Captain	Benj. W. McBlair	2 Port Boy
		Michael Sargant	2 Capt. M 1/13

Gun No. 24 & Opposite

Henry R. Cornay	1 Load 2/13	William Smith 2 ^d	2 Load 1/13
Monty Lindero	1 Spoon 2/13	Elias Thompson	2 Spoon
Sam. Baker	1 Shot 2/13	William W. Orrons	2 Shot 2/13
Cor. E. Vanderball	1 Shot 2/13		2 Shot 2/13
Ezekiel Elmes	1 Cor	Marbury Parke	2 Cor 1/13
Anderson Fells	Fireman	Chas. Moris	2 Port Boy
John Patterson	1 Port Boy	James Culbertson	1 Captain
Washington Smith	1 Capt.		

Gun No. 25 & Opposite

Peter Sprague	1 Load 2/13	Marrow Higgins	2 Load 1/13
Malbro Hayes	1 Spoon 2/13	Malbro Hayes	2 Spoon 1/13
Edm. Sargent	1 Shot 2/13		2 Shot 2/13
Wm. Steward	1 Shot 2/13	Wm. Simpson	2 Shot 2/13
Mich. McGilton	1 Cor	Thos. Woodward	2 Cor 1/13
David Inlos	1 Port Boy	Abra. Smart	Thos
William Clark 1 st	1 Capt.	Paul Alger	2 Port Boy
		James Scott	2 Capt. M 1/13

Gun No 26 & Opposite

James Williams 1 st	1 Load 2/13	David Koff	2 Load 2/13
Chas. Anderson 1 st	1 Spon & 2/13	John Tonnson	2 Spon
Barnard McFarland	1 St M ^o 2/13	Henry Smith 3 rd	2 St M ^o 1/13
James Nicholas	1 St M ^o 2/13	Frederick Mells	2 St M ^o 1/13
John Lockard	1 Cor	John Fabricius	2 Cor 1/13
Jacob Stark	Fireman	Douglas McVane	2 Port Wey
Robt. Story	1 Port Wey	Samuel Threl	2 Cap M 1/13
Mr. Rose	1 Captain		

Gun No 27 & Opposite

Edward Ray	1 Load 2/13	Benjamin McManis	2 Load 1/13
Freeman Ruck	1 Spon & 2/13	John Tonnson	2 Spon
William Moll	1 St M ^o 2/13	James Carrigan	2 St M ^o 1/13
Abram Metzger	1 St M ^o 2/13	James Sparks	2 St M ^o 1/13
John Corbit	1 Cor	John Robitt	1 Cor 1/13
Joseph Villars	1 Port Wey	Charles Poirer	Fireman
Chas. Rommard	1 Captain	Thos Handbird	2 Port Wey
		Peter Poirer	2 Cap M 1/13

Sixth Division

Thomas Turner	7 th Lieutenant
Frederick Piffin	M. Schepman
John W. Randolph	do
Thos. W. Patterson	do
Ebony Clark	Quartermaster

Gun No 28 & Opposite

Robert Oros	1 Loader 2/13	James Turner 1 st	2 Load 1/13
Mr. Sykes	1 Spon & 2/13	John McLean	2 Spon 1/13
Henry Grays	1 St M ^o 2/13	George Williams	2 St M ^o 1/13
Walter Baker	1 St M ^o 2/13	Michael Geraffa	2 St M ^o 1/13
William Boyd	Fireman	Thos. Trueman	2 Cor 1/13
Peter Callahan	1 Cor	Mr. Oland	2 Port Wey
Henry McCormick	1 Port Wey	John Williams 2 nd	2 Captain
Mr. Johnson 5 th	1 Captain		

Gun No 29 & Opposite

Robt. Anderson	1 Load 2/13	Mr. Henry 1	2 Load 1/13
Mr. Clark	1 Spon & 2/13	Mr. Chappell	2 Spon
Franklin Hastings	1 St M ^o 2/13	Mr. Hornard	2 St M ^o 1/13
John Wiley	1 Cor	Edw. McQuinn	2 St M ^o 1/13
William Courtney	1 Port Wey	George Dunbar	2 Cor
William Hunter	1 Captain	William South	Fireman
		Sam. C. Everett	2 Port Wey
		Mr. Johnson 1 st	2 Cap M 1/13

Gun No 30 & Opposite

George Cook	1 Loader 2/13	Abram Stinson	2 Load 2/13
George Miller	1 Spon	Joseph Hand	2 Spon & 1/13
Francis Mills	1 St M ^o 2/13	En. M. Senagha	2 St M ^o 1/13
Francis Lyons	1 St M ^o 2/13	Sebastian Clark	2 St M ^o 1/13
John Super	1 Cor	William Borman	2 Cor
Henry Ackerson	Fireman		2 Port Wey
En. Hunt	1 Port Wey		2 Cap M 1/13
James Thompson	1 Captain		

Gun N° 31 & Opposite

David Coy	1 Loader 213	Bonj. Sargant	2 Loader 113
Mr. Griffith	1 Spout 213	John Smith	2 Spout
Sgt. Randolph	1 St. M. 213	John Snell	2 St. M. 113
James Loney	1 St. M. 213	Mr. H. Cocher	2 St. M. 113
	1 Cor	Peter Anderson	2 Cor 113
John H. Long	1 Port Boy	Francis Porter	2 Port Boy
John Rasmussen	1 Capt. 113	John McDonald	2 Capt. M. 113

Gun 32 & Opposite

Thos. Pison	1 Loader 213	John Shan	2 Loader 113
Robt. Spear	1 Spout 213	Mr. Scott	2 Spout
George Charles	1 St. M. 213	Edw. Hancock	2 St. M. 113
Partridge Connor	1 St. M. 213	Jr. McCandles	2 St. M. 113
Thomas Dudley	1 Cor	James Barry	2 Cor
Salinas N. Smith	1 Port Boy	Alfred Stedrich	2 Port Boy
Joseph Wood	1 Capt. 113	William Haway	2 Capt. M. 113
John Harvey			

Seventh Division

Mr. S Young
Peter W. McPherson
James H. Bromberg
Joseph Olive

Pass. Midshipman
Midshipman
Quartermaster

Gun 33 & Opposite

John Parker	1 Loader	Alfred Kestley	2 Loader 113
Richard Smith	1 Spout 113	George Edwards	2 Spout
Sylvester B. Wigg	1 St. M. 113	Anderson Blackeb	2 St. M. 113
Edw. Edwards	1 Cor	Thos. Little brown	2 Cor 113
Mary Smith	1 Port Boy	Mr. Brown	2 Port Boy
Sam. Carter	1 Capt. 113	Mr. Tarrant	2 Capt. M. 113
Erick Barry		Joseph Mayhew	

Gun N° 34 & Opposite

Mr. Scherer	1 Loader	John Korman	2 Loader 113
John Robinson	1 Spout 113	Henry Gaff	2 Spout
John Harrison	1 St. M. 113	David J. Moses	2 St. M. 113
Sam. Montrose	1 Capt. 113	Ernst Valentin	2 Capt. M. 113

Gun N° 35 & Opposite

Henry Lott	1 Loader	A. P. Vanderwater	2 Loader 113
John Maltos	1 Spout 113	Nathl. Phillips	2 Spout
Thos. Durdine	1 St. M. 113	Sail Trim 113	
Seas & Dunton	1 Capt. 113	James Keon	2 Port Boy
		John Henry	2 Capt. M. 113

Gun N° 36 & Opposite

James Robinson	1 Loader	John Tanning	2 Loader 113
David Moore	1 Spout	Thos. W. Owens	2 Spout
Mr. Roy	1 St. M. 113	Thompson Moore	2 St. M. 113
John Sherman	1 Capt. 113	Vincent Grant	2 Port Boy
		Edw. Smith	2 Capt. M. 113

Gun No. 37 & Opposite

George Schuyler	1 Load & P.	Nicholas Wanka	2 Load
Henry Barnes	1 Spout & P.	Henry Allow	2 Spout
Mr. M. Roor	Sail trim P.	John Davidson	Fire & P.
Mr. Brown 2 nd	1 Capt.	Mr. M. A. Rao	Port Boy
		Mr. Blackman	2 Capt. M.

Gun No. 38 & Opposite

Amazons Bateman	1 Load & P.		2 Load
Mr. Coleman	1 Spout	Col. Hamitt	2 Spout
Lat. C. Heath	Sail trim P.	John Miller	Fire & P.
Lat. M. Ward	1 Capt.	Lat. Fairweather	Port Boy
		M. Jeffers	2 Capt. M.

Eighth Division.

Samuel S. Palmer 8th Lieutenant

Mr. E. Lacey Midshipman

George Humes
William Jackson 2nd Quarter Gunner

Gun No. 29 & Opposite

Sam. C. Reed	1 Load	John Ward	2 Load
Com. R. Dorrington	1 Spout & P.	Peter Kelly	2 Spout
Mr. Eldridge	Sail trim P.		Fire & P.
John Gardiner	1 Capt.	James Hagau	Port Boy
		Edw. M. Doney	2 Capt.

Gun No. 40 & Opposite

Charles Black	1 Load	Henry Valentino	2 Load & P.
Andrew Quinn	1 Spout & P.	John Woods	2 Spout & P.
Oliver Toland	Fireman	Francis P. Gordon	Sail trim & P.
John O. Gardiner	1 Capt.	Joseph Elliott	Port Boy
		Mr. M. Robinson	2 Capt. M.

Gun No. 41 & Opposite

Chas. Anderson	1 Load & P.	John Parsons	2 Load & P.
Charles Jones	1 Spout & P.	Thos. Armstrong	2 Spout
John Elliott	1 Spout & P.	William Black	Fireman
Rich. M. Watkins	1 Capt.	William Nallo	Port Boy
			2 Capt. M.

Gun No. 42 & Opposite

Harvey Barber	1 Load	Munson Equino	2 Load
Thos. Simpson	1 Spout & P.	John Evans	2 Spout
Lat. Turner 2 nd	Fire & P.	John Whales	Sail trim
John Caulk	1 Capt.	John Norman	1 st Boy
		Rich. L. Green	2 Capt. M.

Gun No. 43 & Opposite

Thos. Cummings	1 Load	Mr. Butler	2 Load & P.
Mr. Smart	1 Spout & P.	Joseph Floridas	2 Spout
John Antonio	Sail trim P.	Mr. Hopkins	Fire & P.
Peter Wilson	1 Capt.	David Arany	Port Boy
		John Thompson 2 nd	2 Capt.

Gun No. 44 & Opposite

John Kelly	1 Load	Lat. Birrie	2 Load & P.
John Roper	1 Spout & P.	Bar. C. McKay	2 Spout & P.
James Simpson	Fire	Peter McHannon	Port Boy
Jacob Jenkins	1 Capt.		2 Capt. M.

Gun No. 45 & Opposite

James Sanaton	1 Load	James Winslow	1 Load & P
Mr. Pinard	1 Spent P	Mr. Stowell	1 Spent
Joseph Brouet	Sail Hoist	Saml. Gable	Fire & P
Robt. Saunders	1 Cap	Archd. M. Lane	1 Load
		Matthias Clark	1 Cap & M

Gun No. 46 & Opposite

Henry Collins	1 Load	Christopher Riches	1 Load
Henry Eagle	1 Spent P	John Kiangley	1 Spent
James Carr	Fire & P	John A. Hotal	Sail Hoist
David Davis	1 Cap	Danl. Gordonaw	1 Load
		Thos. Cooper	1 Cap & M

Ninth Division

Midshipman

James Little

To attend generally to the duties on the Orlop and Magazine

Fore Magazine

Gun	Sea Curtis	Crew	Thomas Owens
G.M.		Sea	Henry Lundy
29	John Israel	Boat	Robt. Perison

Starb. Fore Magazine Passage

M.S.D.	Michael Trai	Lt.	Robert Jameson
	John Hoffman	O.S.	Samuel T. Wood

Fore Magazine Light Room

Purser Francis A. Thornton

Fore Orlop

Purser Francis A. Thornton

Fore Scuttles to pass full boxes for 12th Canonades.

O.S.	James Harrow	Magazine Scuttle
S.M.M.	George Middleton	Orlop Deck
O.S.	John G. Morritt	Lower Gun Deck Scuttle
O.S.	William B. Greenleaf	Main Gun Deck &c

Fore Scuttles to Return empty boxes for 32th Canonades

Boys John Bondal

To pass full boxes for 12th Canonades (Match from 1st of Captain)

Sea	John M. Conroy	3	On Ladder
Sea	Francis Aris	3	
Sea	Alex. Moody	3	Match Lower Gun Deck
Sea	James Murray 1st	3	
Boys	Chas. Pro	O.S.	Cosmo Trai
Lt.	Joseph Bates	O.S.	Julian Moore

To return empty boxes for 12th Canonades Match from 1st of Captain

O.S. Francis Aloss
Boys Lawrence Linton

Sea John Liffles
Boys Saml. Debat

Fore Orlop to pass full boxes for long 42 prs (Fore Hatch)

OS	Samuel N. Manning	Main	Ladder
OS	Henry Curtis		
OS	John Goff		
OS	Lamorne Goddard		
OS	Francis Sparks		

Fore Hatch to pass empty boxes for long 42 pounders

OS	Louis Jones		
Boy	Oliver Haffey	Boy	Isaac Mather

To pass full Boxes for long 42 prs (Main Hatch)

OS	Shutts Butler	OS	Chris. T. Mahaffey
OS	Francis Morrell	OS	Rich ^d . Norris
OS	Francis Madewick	OS	Ben ^d . Burham
Sea	John Harris	Sea	Louis Castagna
OS	George House	Sea	John Parada

at pass empty Boxes for long 42 prs (Main Hatch)

Boy	Leroy Covey	OS	Nicolas Hubbard
Boy	John Edgar	Boy	Lamorne Ellard

After Magazine

OS	Henry Warner	OS	Louis Hannon
OS	Arthur Waffey	OS	Earl Hallonell

After Light Room

OS	Wm. Watford		
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Starb^d After Magazine Passage

Boy	Joseph Vagatto		
OS	Sally Pollock		James Rodgers
	John Will		James Bass

After Orlop

OS	Horatio Turner		
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After Orlop to pass full boxes for 32 prs (Starb^d Hatch) (Aft Capstan)

Sea	Geo. Tunstall	Sea	Louis Gun Dick Hatch
OS	Joseph Tanner	OS	On Ladder
OS	Henry Monroe	Sea	Sam ^d . Acadia
Sea	Robt. Willis		

To return empty Boxes for 32 prs (Hatch abft Capstan)

Boy	John B. Rich	Boy	William Henry S ^r
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After Orlop to pass full Boxes for 32 prs (After Hatch)

Sea	James S. Cattus	Sea	Louis Gun Dick Hatch
Boy	John Roomer	OS	On Ladder
Sea	Joseph Llubai		
Sea	Geo. Robinson		
Boy	Step. V. Cox		

To Return empty Boxes for 32 prs (After Hatch)

Sea	Stephen Loring	OS	Robt. Wilkinson
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Shot and Mad Lockers

Main		Fore	
Sea	Abram Kingland	OS	John Lofgren
OS	Peter Chapman	OS	Peter Alberto
OS	Louis Alexander	OS	Julian King

Galleys

Sea	Joseph Tene	Joseph Duncan
St. Cook	William Jones	Francis Morca

Shot Plugs

OM David Halfpenny

Cabins

OS. Louis Lindenborg John Butler

Pumps

Carp. John Green
C.M. John Lane

Wings

OS. Chas. Rodgers OS. Dan. McBurnett

Reeving Tackle

2.M. Nathl. Lord Sea James Hazen
P.S.P. Henry P. Randall OS. Wm. Mott

Cook Pots

Surgeon Wm. Turk SM. Louis Northley Chap. Robert Lee Jones
SM. Robt. E. Waller SM. A. W. Baribans

Tenth Division

Boat. Simon B. Russell

Fore Castle & Gangways

Boat. Thomas King John Tallerton
B.M. Adam Rodch David Greely
John Gregory

Fore Top

Michl. Dugan John Marchant
John Moore

Main Top

Hugh Joseph Thomas Wilson
Robert Baker

Mizen Top

Thomas Morris James Price
John Holkins

Head Braces & Main Rigging

Aft Braces

Main Braces & Mizzen Tugging

To observe and make Signals

1st M^{rs} Ferdinand Pher
2nd M^{rs} Richard Lilly

Attend Spanker

Sam^l Rosengrant

Michael Hanson

At The Wheel

1st William Small
OS Ege Neal Norton

5th John Gardiner 2^d
2nd John Taylor

Engine

5th James Davis
John Thores
John L. Clark
Alex^r Dubois
Adrian Roberts

Antonio Gundelf

Louis Collier
Edw^d Parker
Domingo Castro
James Gamilla
Henry C. P. Williams
James Ross
Peter Ross

First Boarders

1st Lieut Thomas M. Wymand
Mid William D. Wanshan
Boat Thomas King

10 Divis

John Little
Andrew Braden Jun 22
Francis Kelly
Robert Winklerup
Dan^l Goodrich

1 Company

Adam Reach
Philip Reachman
Sammond Borden
Ebonzer Clark
Joseph Olive
George Hynes
W^m Wooland

10th Divis

4th "

5th "

6th "

7th "

8th "

Jun 17

" "

Jun 17

" "

" "

" "

18

" "

" "

Jun 19

" "

" "

Jun 20

" "

" "

" "

" "

Jun 20

" "

" "

W^m Wernick
John Fortune
Chas Fortune
George Stevens
Thos Buntin
Michael Sargent
W^m Smith 2^d
W^m B. Oron
Mabury Parks
S^{at} Ch. Loran
Narrow Higgins
W^m Bomfory
Thos Woodward
S^{at} Scott
Dan^l Keph
Henry Smith 2^d
Fred. Wells
John Fabricus

2nd Company

Sam^l McManaw Jun 26
Benj^m McManaw " 27
S^{at} Carre-gan
James Franks
John DeBett
Peter Larson
James Turner 1st Jun 28
George Williams

First Boarders Cont^d

Michael Goraffle	Gen 28	John M Cardle	Gen 32
Thomas Swoman	" "	William Harvey	" "
John Williams D.	" "	George Edwards	" 33
William Edwards	" 29		
William Howard	" "		
Edward McGin	" "		
George Duxlar	" "		
William Johnson	" "		
Abraham Spurgeon	" 30		
John McConagay	" "		
Sebastian Clark	" "		
William Bowman	" "		
John Powell	" "		
William P. Rocker	" "		
Peter Anderson	" "		
John McConall	" "		
John Shan	" 31		
Edw. Harrison	" "		

First Boarders Marines

John Harris	Capt	Morris	Pirate
William Lang	Lieut	Pattow	"
Young	Serjeant	Sheffield	"
Gatchell	do	Martin	"
Toff	do	Richards	"
Kalson	Capt	Wilson	"
Lightell	Music	Woodward	"
McKay	do	Redell	"
Alford	Pilot	Dunham	"
Brace	do	Maxwell	"
Coutant	do	Corvot	"
Connolly	do	Modwell	"
Harvey	do	Coag	"

Second Boarders

Alfred E. Barnes	3	Leahy	Charles Callahan	Jun 25
			Alexander Collins	" "
			John Callipo	" "
			Henry Lindors	" "
			Saml. Parker	" "
			Corr. C. Vanderbolt	" "
			Mallice Noyes	" 24
			William Steward	" "
			James Williams	" 25
3 rd Company				
Dan. Smith	Jun 17		Chas. Anderson	" "
Martus Ables	" "		Bernard McFarlane	" "
John Ladd	" "		James Nicholson	" "
John Spickney	" "		Edw. Ray	" 27
Stephen W. Roath	" 18		Thomas Buck	" "
William Austin	" "		William Mally	" "
Charles Stevens	" "		Abiam Motiger	" "
James Callahan	" "		Aschel Oners	" 28
Nap. B. Bordetoh	" 19		William Sykes	" "
William Watson	" "			
John M. Melor	" "		4 th Company	
Martin Martus	" "		Henry Gay	Jun 28
John Sorant	" 20		Stallard Parker	" "
Alpheus Adams	" "		Robt. Anderson	" 29
Saml. Coelle	" "		Mrs Clark	" "
Joseph L. Gray	" "		Franklin Hastings	" "
Charles Woods	" 21		George Peabody	" "
Peter Mills	" "		George Cork	" 30
Thomas Jones	" "		George Miller	" "
George Ventrue	" "		Francis M. Lili	" "
John Williams 4 th	" 22		Francis Lyons	" "
Thos. Lloyd	" "		David Co	" 31
Mr. Clayridge	" "		Mr. Griffith	" "
David White	" "		John Randolph	" "
John Jones 4 th	" 23		James Incey	" "

Second Boarders Marines

William E. Clark	Lieut	Smith	Private
Wood	Serjt	Maddox	"
Forbes	Capt	Marmaduke	"
Marko	Musie	Nelson	"
Williams	do	Robinson	"
Sorachis	Private	Schooley	"
Alexander	"	Mutled	"
Boorn	"	Vanderburg	"
Burns	"	Ward	"
Cornel	"	Gallager	"
Cummings	"	Torgerson	"
Smith	"	Matthews	"
Ida	"	Rorland	"
Hoiles	"		"

Pikeman

James Davis	Sgt Major	Thos. Tillaborn	
John Gregory	Sgt	Wm Brown 2 ^d	
John Tullerton	do	John Robinson	
		John Harrison	Gun 35
		John Herring	
		Alex ^d H Leach	
Michael Hanson	Spraker	John Walter	
John Nordoroth	do	Isaac Dunton	
		Allen P. Vandewater	35
1 st Division		Nathl Phillips	
Robert Smith 2 ^d	Gun 33	David Moore	36
Sylvester G. Briggs	-	Wm Ray	
Mary Smith	-	John Tanning	
Samuel Carter	-	Thompson Moore	
Erick Barry	-	Henry Burns	37
Henry Kitchley	-	Wm H. Dor	
Anderson Blacket 2 ^d	-	Nicholas Parks	

Pikeman Contd.

John Davidson		Thomas Simpson	
Cornelius Dorrington	Gun 39	James Shuman 2 ^d	
William Eldridge		John Thoburn	
John Ward		Wm Lantry	Gun 40
Anderson Quinn	40	John Antonio	
Henry Valentine		Wm Butner	
Francis L. Gordon		Wm Hopkins	
Oliver Island		John Riggs	41
Chas. Jones 1	41	James Simpson	
John Ellars		James Morris	
John Parsons		Peter Ball	
Wm Black		William Linnat	42
Munson Squid	42	Joseph Rounts	
Isaac Winslow		James Carr	
Saml Gable		Christopher Archer	46
Henry Eagle		John A. Norrell	

First Fireman

1 st Division		2 ^d Division	
Henry Clayridge	Gun 1	Fred Vogell	Gun 12
Nicholas Melinaunt	2	Bar ^d B. Bailey	13
Andrew Waale	3	Francis Malcomb	14
Helis Costerson	4	Nicholas Maddison	15
Saml Stevens	5	Stephen Kofs	16
George Clifford	6		
3 ^d Division		4 th Division	
Wm Henry Eld Jr		M. J. John Noville	17
Benj ^d H. Collins	7	Marcus Mott	18
William Roe	8	Nathl Collins	19
John Hynes	9	Shadrach Club	20
John Perry	10	James M. Jones	21
		Charles Perry	22

First Fireman Contd

5 th Division		7 th Division	
Matthew G. Lightner	Jun 23	Alfred M. Leach	Jun 41
Andrew Fells	"	Wm. Brown	" 42
Abraham Smutz	"	Isaac Dunton	" 43
David Turk	"	Thompson Morris	" 44
Chas. Paray	"	William M. Dorr	" 45
		John Walker	" 46
6 Division		8 th Division	
Peter Callahan	" 28	Oliver Poland	" 48
Wm. Gould	" 29	William Black	" 49
Henry Ackerman	" 30	James Turner	" 41
Charles Lewis	" 31	William Hopkins	" 42
Sullivan M. Smith	" 32	James Simpson	" 45

2nd Fireman

1 Division		3 Division	
James M. Harlin	Jun 1	Acron King	Jun 12
John V. Spaarman	" 2	Sam. Lloyd	" 13
John Ackerson	" 3	James Murray	" 14
Washington Smith	" 4	Peter L. McHale	" 15
Thomas James	" 5	Wm. Jones P	" 16
Daniel Burns	" 6		
2 Division			
Mich. Henry Eld Jr	Jun 7		
William Lock	" 8		
Joseph Russell	" 9		
Joseph Haino	" 10		
Rufus Atwood	" 11		
Cyrus Clayridge	" 12		

Sail Trimmers 7th & 8th Divisions

1 st Mid	Wm. L. Young	Jun 36	John Robinson
2 nd	Peter W. Murphy		David Moore
3 rd	Joseph Olive		William Ray
			John Sherman
Jun 33	John Parker		John Stenning
" "	Rich. Smith Jr		John W. Brown
" "	Sylvester H. Briggs		Thompson Morris
" "	Edw. Edwards		Vincent Grant
	Marion Smith		Ben. Smith
	Sam. Cantor	Jun 37	George Schuyler
	Rich. Barry		Henry Walters
	Alfred Kinley		Wm. H. Dorr
	George Edwards		Wm. Brown Jr
	Andrew Beckab		Nicholas Banks
	John Tillabron		Henry Allen
	Wm. Brown Jr		John Davidson
	Wm. Tarnan		Wm. McAbee
	Joseph Mayland		Wm. Blackburn
Jun 34	Wm. Johnson Jr	Jun 38	Amasa Bateman
	John Robinson Jr		Wm. Coleman
	John Harrison		John Miller
	Ben. Montrose		John McHale
	John Harring		Robt. Hordt
	Henry Craft		Ed. Sawwether
	Alfred M. Leach		Wm. Jeffers
	David T. Masso	Jun 39	Sam. Kisco
	Wm. Valentine		Com. Donnington
Jun 35	Henry Lott		Wm. Eldridge
	John Walker		John Gardiner
	Isaac Dunton		John Mars
	Theodore Rudine		Peter Kelly
	A. P. Vandewater		David Grant
	Math. Phillips		James Hagaw
	John B. Rich		Conor McCreedy

Sail Trimmers Crew

Gun 40

Charles Black

Andron Quinn

Oliver Poland

John O. Gardiner

Henry Valentine

John Woods

Francis P. Gooden

Joseph Elkhart

Wm. H. Robinson

41 Chas. Anderson

Chas. Brown

John Elbert

Richd. H. Watkins

John Parsons

Thos. Armstrong

Wm. Black

Wm. Wells

Edw. Dickinson

42 Henry Barber

James Turner

John Coulth

Munson Spence

John Evans

John Wheeler

John Norman

Richard Green

43 Thomas Cummings

Wm. Smart

John Antonio

Joseph Sheridan

Wm. Butler

John McLean

Wm. Hopkins

David Arney

Gun 44

John O. Thompson

John Kelly

John Kern

James Simpson

Isaac Perkins

James Pierce

Paul McKay

Peter Bell

Peter McKeen

45 James Sandford

Wm. Finest

Joseph Acute

John Taylor

James Minster

William Howell

Samuel Gable

Richd. McLean

Matthias Clark

46 Henry Collins

Henry Eagle

James Carr

David Davis

Christopher Archer

John Baugley

John J. Wood

Paul Goodman

Thomas Cooper

Mooring & Unmooring Bills

Quarter Deck

Thomas W. Hyman

William B. Mayne

John Noville

James T. Armstrong

Richd. M. Tilton

1st Lieutenant

Mid & Aid to 1st Lieut

Midshipman

1st

1st

Forecastle

David H. Stewart

C. P. Patterson

W. H. Housharn

W. L. Schenck

Thos. King

2nd Lieutenant

Midshipman

1st

1st

Boatman

13M

Adam Roach

1Cap

Thomas Collins

1C

Wm. Pitcher

John Gardiner

Charles Woods

John Murphy

Joseph McLean

Paul Montrose

Levin Larson

1st C

George Raymond

Corn. Vanderbell

Paul Torrey

James Callahan

John Gregory

James Pierce

Nicolas McLean

Richd. McCloud

Joseph Sheridan

Joseph Rains

To overhaul Cat & Fish Tails and get Davits out.

1m	William Long	F.C.	Richard Smith 1 st
F.C.	George Junotke	"	William Chapman
"	Thomas Jones 1 st	"	William Gardner
"	Jeremiah McNamara	"	John Fullerton
"	Frederick Watson	2 G.	Thomas Cullen
"	Joseph Ward	F.C.	Joseph Brown
"	Robt. Anderson	"	John Walker
2 G.	Payne Perry	"	John Harney
F.C.	James Kennedy		

To overhaul and take a turn with Cat Tails.

F.C.	Stephen Pondleton	F.C.	William Small
"	Charles Jones 2 ^d	"	Frederick Vogell
"	Thomas Hillbrom	"	Nicholas Maddison
"	Sam C. Stevens	"	Henry Pebley
"	Peter Mills		

To attend Rigging

2 G.	Philip Beckham	2 G.	F.H. Nelson
"	Joseph Olive	"	Phonogus Clark
"	John Wright	G.M.	Henry Warner

To attend at Foremast

m m	Erick Barry	m m	Nathl Phillips
"	Godfrey Bondie	"	John Jones 3 ^d
"	William Edmerson		
"	James Woodhouse		
"	George Mitchell		
"	John Henry		

Fore Top

Mid	Wainwright	F.C.	John Mills
F.C.	Joseph Millet	"	Charles Anderson
"	John Smith 2 ^d	"	William Davis
"	John Wilson 2 ^d	"	John Tanner
"	John Dunn	"	Mathew Stanley

To overhaul and take a turn with Fish Tails

2 G.	William Whiffin	F.C.	Frederick Beth
F.C.	William Brakes	"	John Shaw
"	John Lord	"	James M. Jones
"	John Bonditch	"	Daniel Knight
"	James Smith	"	George Anderson
"	John Simpson	"	Francis P. Gordon
"	Jack Jenkins		

Starboard Gangway

Mid	F. Phipps	M. Boy	John Malle
13 m	Chas. Nelson	"	Joseph Elliott

Starboard Gangway

Mid	F. Phipps	M. Boy	Paul Goodman
13 m	Wm. Johnson 5 th	"	Sam. Eccles

To attend Gangway to receive Boats &c.

Starboard Main Chains

2 M.	Wm. Hunter	F.C.	Henry Barnes
F.C.	Thomas Hemmitt		

Starboard Main Chains

2m H.C.	Robert Saunders Thomas Scott	H.C.	Mr. Merryman
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To attend at the Main Mast.

m m	William Clark	m m	John Robinson D?
"	George Schuyler	"	Charles Porter
"	In. Underwood	"	In. Norman
"	In. Harrison	"	In. Pomeroy
"	Long Williams	"	Robt. Martin
"	In. Ward		

Mizen Top

Mid	O. R. Howard	m j s	Peter Inague
1 Capt	In. Gardner	"	Benj. Saggard
2 d.	In. Thompson D?	"	Thomas Hales
m j s	John Steger	"	Thos. Morris
"	Thomas Cooper		

To attend at the Mizzen Mast

Quarter Deck Capstan

Mid	Mr. E. LeRoy	m j s	James Sprang
13 m	John David	"	John Ruff
m j s	Thos. Bailey	"	Marion Higgins
"	John Brown	"	Peter Wilson
"	Henry Smith 1st	"	James Armstrong
"	Mr. H. Robinson	"	Benj. M. Leonard
		"	Mason Squire

Quarter Deck Capstan Contd

m j s	Thomas Handbird	m j s	William Hargyl
"	Thomas Rudley	"	William Sorditz
"	Henry Eagle	"	John Ross
"	Peter Kelly	"	In. Walter
"	Abraham Douglas	"	In. Antonio
"	Peter Anderson	"	In. Barry
"	Sam. Alper	"	Thos. Carter
AG	Douglas McKinn	"	Mr. Howard
"	George Dunbar	"	In. Robinson D?
"	Henry Lott	Band	James Basso
m j s	Thomas McGuire	AG	James Smith
"	Peter Green	"	John Kelly
AG	Christopher Archer	"	John A. Morral
"	Nicholas Banks	"	Thomas Cummings
"	John Hopkins	"	John Evans
"	William Arnold	"	Franklin Hastings
"	Lewis Rhineheart	"	In. Pringley
Band	Joseph Tanner	"	Isaac Hunter
"	Chris. T. McNamee	"	Henry Graff
"	Sam. Dennington	"	Henry Ackerman
"	In. Gluber	"	John M. Walsh
AG	John Liffes	Band	Francisco Madrosko
Band	John McConney	"	Lewis Jones
"	Robt. Willie	"	Robt. Wilson
m j s	James Price	"	Sam. Pearson
"	James Sanston	"	Stephen Long
"	Sam. Carter	m j s	Sam. McKay
"	Thos. Tompkins	"	Thos. Armstrong

At the Wheel

2m	John Taylor	AG	David Salas
H.C.	Erick Johnson	m j s	John Woods

Main Top

Mid	Joseph M. Adams	M T	Charles Black
1 Capt	Samuel Brown	"	John Spinary
2 Lt	John Williams 2 ^d	"	Henry Lanson
M Top	Harvey Barber	"	Benj ^e Marsden
"	Elias Thompson	"	Henry Martin

On the Pops

Mid	Rich ^d L. Love	AB	Michael Hanson
P M	John McKen	"	Abam. Sturgeon
2 M	Mathias Clark	"	Chas. Pison
M Boy	George Pop	2 M	Nath ^e Lord

Signals

Liby	A. H. Fother		
		2 M	Rich ^d Libby

Main Deck

3 ^d Lieut	A. C. Barnes	P M	Joshua Wyant
2 ^d Lieut	W. B. Mitchell	2 ^d Lt	John Sprack
5 Master	Samuel B. Bejoffe		
1 M B	Overton Carr		
M L	Chas. A. Ruge		
Lt	P. W. Munroe		
Lt	H. A. Peterson		
Lt	George Colacconicos		
Lt	H. B. Johnson		
Capt	John Gaea		

To Clasp on Nippers

1 ^d Lt	William G. Lawrence	2 ^d Lt	Calvin D. Perkins
"	Joshua Wyman	"	John Thompson 1 st
"	James Thompson 2 ^d	"	Alexander Stafford
"	John West 2 ^d	"	James Smith
"	John Cooper	"	Collins Willey
"	Sam ^e Woodson	"	Ch ^e C. Cardines
"	John Hammond	"	John Jones 1 st
"	W ^m Seakins	"	William Vassar
"	John Cault	"	William Victorine
"	John Hammett	"	William Vassar 2 ^d
"	Rich ^d Smith 2 ^d	"	Andrew Backet
"	Chas. Stevens	"	W ^m Vreeland
"	Elias Reed	"	Alex ^e Moody
"	John Peck	"	Robt. Spear
"	John T. Salomon	"	William Joy
"	Andrew Lanson	"	Napolean B. Bantick
"	John Marchant	"	Joseph Moratt
"	John Swartz	"	George Williams
"	James Davis 2 ^d	"	James Nielsen
"	John Warner	"	Prescot Simpson
"	W ^m Treas		
"	W ^m B. Piers		
"	En ^e Robertson 1 st		

To take off Nippers

M T	John Patterson	M T	John Gallie
"	Michael McMillan	"	Chas. Anderson
"	David Davis	"	Moses Lee
"	Michael Sargent	"	Thomson Buck
"	Jeremiah Smeat	"	John Adams
"	John Wilson 1 st	"	Charles Lewis
"	John Haring	"	Alex ^e Collins
"	William Harvey	"	Mathew Batterby

To take off Nippers Cont.

M. J.	Thomas Wilson	M. J.	Coat Valente
"	Robert Baker	"	James C. Barrett
"	Lamorne Brown	"	John L. Smith
"	Robt. Watson	"	Henry Gray
"	George Peaboddy	"	John L. Smith Jr.
"	George Stevens	"	Jacob Britz
"	Geo. Mendenhall	"	Joseph Williams
"	Chas. Heast	"	John Sager
"	Theodore Burdine	"	Paul R. Bailey
"	Peter Callahan	"	John Graham
"	John Williams Jr.	"	Hugh Joseph
"	Peter L. McKee	"	Edw. Edwards
"	Francis Willis	"	Mrs. Fort H. J.
"	Andrew Braden	"	James E. Clark
"	Henry Elmer		
"	John Haggart		
"	Sam. Dunbar		
M. J.	Mrs. Clark Jr.		
"	Mrs. Coleman		
"	Mrs. O. Thompson		
"	James Murray Jr.		

To Carry Forward Nippers

Maist	Robt. Winkers	M. Boy	John Newman
A. B.	Charles Lundy	"	Leroy Cragg
M. J.	Oliver P. Clark	A. B.	Arch. M. Kane
"	Antonio Randolph	"	David Arney
Maist	John Wiley	M. Boy	Henry M. Smith
M. Boy	James H. Orr		

Main Deck Captain

Copon	William Sennet	A. B.	Thomas Phelan
A. B.	Lewis Heston	"	Sam. Rosegrau
"	Abram May	"	John Morgan
"	Edw. Jarvis	"	Joseph Mullory
"	Mrs. Blake	"	Joseph Butterfield
"	Thomas Struman	"	Marcus Mott
"	James Calhoun	"	Shadrach Clark
"	John Phillips	"	Clark Perry
Arue	Charles Jones Jr.	"	George S. Hilly
"	James H. Smith	"	John M. Longstaff
A. B.	Joseph Boutwell	"	Peter Jones
A. B.	Mich. Garaffed	"	John Huddleston
"	Smith Robinson	"	James C. Head
"	Allen L. Vanderwater	"	William V. Brown Jr.
"	John Upditch	"	Thomas M. Campbell
"	Mich. McNelly	"	Justus Butler
"	Francis Denton	"	Patrick Dougherty
"	James L. Collins	"	Timothy Wick
"	Ephraim Norton	Arue	David Rosegrau
"	Robt. Turner	A. B.	John E. Hilly
"	Bernard McFarland	"	Salvator M. Smith
"	John Smith	"	Peter Pearson
A. B.	John G. Merrill	"	Thompson Moore
"	Francis Riley	"	Henry Gustus
"	William Melly	"	Mrs. Eldridge
"	Mrs. May	"	Mrs. B. Greenleaf
"	Robt. Whitcomb	M. J.	Francis Lyons
"	David Moore	A. B.	Barly C. Heston
"	Sam. C. Bicklow	"	Mrs. Gallaway
"	Nath. P. Jones	"	Robt. Jameson
"	James Simpson	"	Nephew Hilly
"	John Struman	Arue	Peter Jones
"	John McHardy	A. B.	Jeremiah W. Manning
"	Julianus Weeks	"	John Elliot

Main Deck Captain Contd.

Am	James Sparks	Band	Raphael Strai
AB	Harwood M. Reale	"	John Hoffman
"	John Harrison	"	Peter Hill
"	Ch. Collet	"	Francis Esparto
"	Michl. Mero	"	Peter Albarto
"	Washington Hobbs	"	Comes Strai
"	Amazons Bateman	"	Louis Castagna
"	Sam. Gable	"	Francis Moss
"	George Vintage	"	Alas. Sragio
Am	David J. Phillips	"	Sam. Broadie
AB	George Chartres	"	Antonie Abergemo
"	James Rison	"	James Rodgers
"	Joseph Green	"	Helis Parada
"	Sam. Hancock		
"	Rufus Abroad		
"	Thomas Burtow		
"	Ezekiel Ellisor		
"	John Wheeler		
"	Theodore Bailey		
"	Chas. B. Stuckel		
"	Walter Cunningham		
"	John Miller		
"	William Chridge		

Music on Main Deck

Band	Raphael Strai	Band	Francis Moss
"	John Hoffman	"	Alas. Sragio
"	Peter Hill	"	Sam. Broadie
"	Francis Esparto	"	Antonie Abergemo
"	Peter Albarto	"	James Rodgers
"	Comes Strai	"	Helis Parada
"	Louis Castagna		

To attend Messenger &alls

Gun	Asa Curtis	2 Gr.	Hammond Birds
29	George Hynes	"	John A. Frost
"	William Sky		

To Hold on Messenger

M. J.	Samuel Baker	Maist	James Fairweather
Maist	John Perry	"	Leot Brown
"	John Parker	"	James Neale
"	Joseph Noel	"	W. J. Lamoree
"	Ben. White	"	Henry Valentine
"	John White	"	John Royal
"	Wm. Ackerman	"	W. Hartigan
"	Peter McKinnon	"	Wm. White
"	Chas. M. Woodhouse	"	James Stanton
"	Peter Pons	"	Joseph L. Gray
"	James Pons	"	Frederick Henry
"	John McInty	"	John Cooley
"	Polkhus Craig	"	Joseph Mason
"	John Davidson	"	John Harris
"	Barthlet Mackins	"	John B. Gabriel
"	George Jennings	"	John Pons
"	John Williams	Edler	Henry Monroe
"	James Turner	"	James Gamble
"	Alango Korday	"	Henry Lusk
Edler	John Fabricius	"	Lawrence Godons
"	Nicolas Hubert	"	John Shores
"	Bonimo Castro	"	Chas. Meiss
M. J.	Henry J. Maccock	"	Alas. Dubois
Maist	Charles Fortune	Maist	Rich. Periss
"	David Joy	"	M. C. Williams
"	Stephen J. Coy		

To Light Round Messengers

Carp	William Blomstead	A.G.	John H. Long
H. J.	John Thompson 3rd	H. J.	John Morse
"	George Willey	Maist	Peter Westervelt
M. J.	Peter Allen	"	Patrick Flynn
"	William Vanderpool	"	John C. Patten
"	Sam. Kovel	"	John Hart
"	Granston Popple	"	George Robinson
"	Sam. L. Lloyd	"	John L. Clark
"	John Walsh	A.G.	William Bornman
A.G.	Sam. Corllo	"	William Olanow
Maist	Wm. Murphy	H.M.	Abraham Cuffed
"	Edw. Pankoy	"	Thomas James
"	Sam. DeBalle	Idles	Louis Colles
"	William Rod	"	Laurence Snodgrass
"	William Evans	"	Julian Rice
"	James Edgar	"	Andrew Roland
"	Wm. H. Dor	"	Francis Monserat
"	John Costigan	A.G.	Migais Chasoria
"	William Courtney	Maist	John Laffin
"	John Brison		
"	Oliver Guffy		
"	George Cullott		
"	John Rhineman		
Carp	Washington Smith		
"	Thos. Williams 1st		

To Ship & Unship Captain Bars (2d. Decks)

Carp	David Halfpenny	Carp	George M. Milner
"	James M. Hardin	"	Alast. Clay
"	James Hery	"	John V. Spearman

To Ship & Unship Captain Bars Main Deck

Carp	John Lane	Carp	Alfred Godrich
"	Sam. P. Burns	"	John King
"	Sam. Tunk	"	Wm. W. White

do. Lower Deck

Carp	Luther Smith	Carp	William Fair
"	John Lyle	"	Simon J. Reader

Veering Cable on Main Deck

H.C.	Columbus Hammiter	A.G.	Charles Gram
"	James Murray	"	Andrew Tallo
H. J.	John Tennard	"	Alast. H. Leach
"	Robt. Lamond	Maist	David J. Moss
"	John Parsons	"	John Cady
"	Chas. Williams	"	Wm. Hopkins
"	Paul W. Richardson	"	George House
"	Martin Ayres	"	Mathew Parks
"	John Sherman	"	Walter F. Morgan
"	Thomas Loyd	"	Sam. McDermot
"	James Williams 1st	"	John B. Rich
Maist	Lamond Ellard	"	Peter Chapman
"	Sam. Mabee	Idles	Salby Parks
Maist	Barret Sands	"	Louis Alexander
"	Donnie Leary	"	Wm. Henry B.
"	William Milner	"	Joseph Vagotto
"	Charles Rodgers	H.C.	James Randall
"	Wm. Jones 1st	"	Mich. Reed
"	John Randall	"	Wm. Austin
M.J.	Rich. H. Watkins	H. J.	John Williams
"	William Griffiths	"	James Grayman
"	William Gooden	"	William Lambert
"	John Boyd	"	Joseph Russell

Veering Cable P. Contd.

H. J.	William Lykes	A.G.	Henry Collins
"	Wm. Ross	Maist	Robert Story
"	Wm. Smith	"	Benj. W. H. Maltby
M. J.	Malbro. Hayes	"	Henry Lindero
"	Paul & Rusham	"	George Edwards
"	Theodore Sardin	M. M.	Edw. Ray
"	Henry K. Conroy	"	Wm. West
"	Bernard Holthund	Maist	John Porfey
"	Hallet Baker	"	James Henson
"	Joseph Hall	Idles	Joseph Villars
"	John Larnard	Maist	David Sullivan
M. J.	Wm. Harrowest	Idles	Francis Morrell
"	George Cook	"	Julian Moros
"	Thos. W. Orons	Maist	Beacham Shockley
"	David Kofa	"	John R. Kineman
"	Joshua Carey	"	Barret Sando
"	Wm. Valentine	"	Edw. Cady
"	Anderson Quinn	Am.	Francis Abies

Lower Deck Captain

Lieut	James Palmer	Maist	John Super
P. M. L.	Robt. E. Schreier	"	Woodford Stewart
Mid	Henry Elk Jr.	M. P.	James Hagan
Carp	Joseph Waters	Maist	Thos. P. Masters
"	John Hickey	Cooper	Cyrus Clayridge
Carp	Stephen Tatum	Maist	Sam. P. Stevens
Maist	Wm. Adams	"	Wm. McAbee
"	Francis Malcomb	Cooper	Edw. H. Hallenell
"	Vincent Grant	"	Thos. Orons
"	John Powell	Am.	William Stewart
"	Henry Smith 3rd	"	Natho. A. Simms
"	James Carrigan	Maist	Wm. Merton
"	Henry Smith 2nd	"	Wm. Jones 3rd

Lower Deck Captain Contd.

Maist	Wm. Harrow	Maist	Abraham Smart
"	Carroll Thompson	"	Charles G. Richardson
"	Alphonse Adams	"	Ben. & Goodick
"	Charles Graff	"	Wm. Brown
"	William Forbes		
"	Martin Martin		
"	Wm. Scott		
"	James Carr		
"	Sam. E. Ernst		
"	Michl. Fitzpatrick		

And all the Marines

Tiers

Sm.	Wm. S. Gung	Mid	James Riddle
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Veering Tiers and pay Chain Cable down

2 G	Wm. Jackson 2nd	Maist	John Mitchell
2 M	Wm. Jeffers	"	Frederick Mello
"	Edw. Disney	L.C.	Wm. Boyd
L.C.	George Clifford	"	Nathl. Collins
"	Thomas Conny	Hold	Asa Washburn
"	James Turner	L.C.	Henry Clayridge
H. J.	Thomas Williams 1st	"	John Walling
"	Emanuel Argus	"	Marney Smith
2 G	John Hynes	"	Edw. Patterson
M. J.	Wm. Washburn	M. J.	Henry Adams
"	Albert Simon	Maist	Wm. H. Raycroft
"	Edw. McLean	"	Joseph May
"	Sebastian Clark	Hold	Wm. Turner
A.G.	Benjamin Knapp	"	Charles McMahon
"	Patrick Connor	Maist	John Laceroy

Orlop Deck Chain Stoppers

M. & L.	James R. Little	H. C.	Lewis Sanyer
H. C.	Walter Merchant	M. J.	Joseph Stanbury
M. J.	William Chappell		

Coiling Tiers & Coiling Chain Cable on Locks

S. M. M.	George Middletonfield	H. C.	Wm Jones 2 ^d
S. M.	John McDonald	"	John B. Krait
S. G.	John St. Matthews	H. J.	John Rodgers
H. C.	Henry Stubbs	"	Wm Russell 1 st
"	John Rantford	"	George Carlton
"	John Green	"	Abel Owers
"	Wm Lock	"	John Williams 1 st
"	Wm Johnson 3 rd	"	Com. E. Bennett
"	John Little	"	Mich. Ruggan
H. J.	James Smith 3 rd	"	Chas. Womman
"	Wm Morris	M. J.	John Fortune
"	Edw. & Horron	"	Wm. Schradon 1 st
"	Matthew D. Lightner	"	James Stevens
"	Thomas Jones	M. J.	George Miller
"	Alap. Reed	"	John Smith
M. J.	Wm. Dampney	H. C.	Wm. Gould
"	John Bell	"	Chas. Woodward
"	Wm. Butler	"	John Gordon
"	Isaac Winslow	A. G.	Is. Darnmond
M. J.	Thomas Price	"	Wm. Howell
"	John Randolph	"	Sam. Price
H. C.	Ben. C. Smith	H. C.	Abram Hingolaud
"	Esken Klaber		
S. M.	Wm. Williams		
"	Chas. Reed		
"	John Dixmore		
"	John Mollo		
H. C.	John Thompson 1 st		

Lower Gun Deck

1 st Mis.	Robt. E. Johnson	Maist.	James Trajies
Mis.	Maxwell Woodhul		
M. J.	Jonathan Joseph		

Orlop Deck

S. C.	Wm. Porteford	Maist.	James Trajies
S. M.	Chas. Lee	"	Abram Metzger

Cabins

Capt. St.	Sam. Lindenberg		Raphael Gundelf
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Sick Bay

S. M.	Henry Allen		
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Ward Room

S. M.	John Butler		
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Worth Deck Rippers

1 st Mis.	R. E. Johnson		
Mis.	Maxwell Woodhul		
S. C.	Ben. R. Collins		
M. J.	Wm. R. Rocker		
"	Sam. Davis		
A. G.	Robt. Graham		

Galley

Maist.	Paul. Horton		Joseph Jones
	Joseph Duncan		Gregory Walker
	Francis Moore		

Making Sail and Getting Underway

Quarter Deck

Thomas M. Wymaw

William A. Mayne

Lieutenant
Mid Paid to 1 Lieut
Mid Paid to 1 Lieut

Forecastle

David R. Stewart
Simon R. Russell
Charles A. Buge
Thomas King
Adam Roach

2^d Lieutenant
Sail Master
Midshipman
Boatswain
Boatswain's Mate

F.O. Thomas Collins
" Thomas Penney
" Wm. Quotus
" Wm. Penn 1st
" Wm. Riches
" Nathl. Reed
" John Goodrich
" Richd. Smith
" John Murphy
" Nicolas Muddison
" James Callahan
" Joseph Sheridan

F.O. Joseph Moughan
" Dan. Montrose
" George Hammond
" Chas. Wood
" Edmund Hammett
" Thomas Jones
" Stephen Pondlatow
" Chas. Jones 1st
" Joseph Hand
" Ed. Kennedy
" Frederick Bath
" Henry Riley

Main Deck to attend F. L. Sheets & Mallards

3^d Lt. Albert E. Bonnes

Fore Topoail Sheets

3 ^d Lt	Albert E. Bonnes	Maist	William M. Don
13 M	Joshua Bryant	"	James Carr
Carp	Dan. Burns	"	John Mitchell
	John Goff	"	Martin Martin
	John Hickey	"	Barret Sando
	Luther Smith	"	John Sipes
	James Story	"	Peter Poro
	Stephen Varnum	"	Peter Vottervelt
	Alfred Clay	"	Patrick Flynn
	H. Williams 2 ^d	"	James Fairweather
	Jacob Thunk	"	Joseph Gray
New	Peter Jones	"	Abram Matigay
	Nathl. A. Conne	"	John Perry
	Louis Rhineheart	"	John Palkes
	William Stewart	"	Joseph Wood
Maist	James Strayer	"	John Cooper
	William Roe	"	Dan. White
	Henry Smith 2 ^d	"	John Robitt
	Dan. Clute	"	Carvil Thompson
	John Williams 3 ^d	"	William Ackerman
	Polhemus Craig	"	Barthlet Haskins
M. B.	Lamorne Eldred	Cropper	H. W. Orons
Maist	John Davidson	Maist	Abram Cuffes
	James Poro	Carp	William Tarr
	David Joy	"	Clark Perry
	Jacob Brown	"	Asen King
	Wm. J. Lamorne	"	John V. Spearman
	Wm. Murphy	"	George Nelson
	John McInty	"	John M. Hadley
	William Evans	Carp	Wm. Bennett

Fore Topsail Sheets Contd.

Am	Francis Arico	Maist	M ^{rs} Martigan
	David Grady	"	Robt. Storr
NM	William West	"	Henry Sanders
	Edw. & Ray	"	M ^{rs} Courtney
Maist	John Myers	"	John Brown
	Dan. C. Goodrich	"	Oliver Guffy
	George Kenley	"	John Harris
	Chas. Rodgers	"	Thos. James
	Joseph Mason	Idler	Francis Morrel
	William Suran	"	Julian Rios
	John B. Gabriel	"	Bonifacio Castro
	M ^{rs} Jones 1 st	"	Salby Parker
	Stephen G. Cox	"	Lamorneo Sinatoro
	Peter Chapman	"	Joseph Vagatto
	John Rondal	"	John Fabrics
	John B. Rich	"	John Flores
	James Naale	"	Andrew Roberts
	Dan. C. Harton	"	Lamorneo Rodons
	Henry Valentine	"	Henry Monroe
	George Robinson	AB	Felicio Savally
	Edward Parker	"	David J. Phillips
	William McAbee		
	James McHorn		
	Felix Cortigan		
	William White		
	Charles Graff		
	James Suran 2 ^d		
	Vincent Grant		
MJ	John Boyd		
Maist	Nich. & Raycroft		
	William Scott		
	Walter T. Morgan		
Maist	Ebenzer G. Richardson		
	John C. Layton		

Fore Topsail Halliards

#10	Samuel Stevens	#1	James Thompson 2 ^d
"	Daniel Knight	"	John West 2 ^d
"	John Gregory	"	Matthew Bonley
"	John Parsons	"	William Smith 2 ^d
"	James Smith 4 th	"	Emanuel Angus
"	Robt. Anderson	"	Chas. Anderson 2 ^d
"	George Clifford	"	John Hammond
"	Henry Barnes	"	Richard Smith 2 ^d
"	John Shan	"	John Salotant
"	James Murray	#10	John Hawley
"	John Simpson	"	M ^{rs} Carline
"	William Lock	"	James Wynnes
"	John Peterson	"	Edw. & Moray
"	John Fullerton	"	William Small
"	William Jones 2 ^d	"	Henry Stubbs
"	Robt. McBlair	"	Henry Clagidge
"	Stephen B. Roath	"	Mary Smith
"	Louis Sanyer	"	Robt. Fullerton
"	Isaac Jenkins	"	Francis P. Gordon
"	John Little	"	John Walker
"	M ^{rs} Johnson 2 ^d	"	Isaac Butner
SM	George Middleton	"	Joseph Peters
"	William Williams	"	John Lock
#1	William J. Lawrence	"	James Suran 1 st
"	John Doyle	"	George Henderson
"	John Johnson	"	Nathl Collins
"	George Williams	"	William Chapman
"	John Cooper	"	Nathan Merchant
"	Michl. Ruggan	#10	Charles Wood
"	John Smith 1 st	"	John Riemers
"	John Moore	"	John Wells
"	John Wilson	"	Alas & Moody
"	John Bennett	"	Robt. Spear
"	Isabella Nyman	"	Alas & Stafford

Fore Top. Halliards Cont.

H.S.	William Sykes	H.S.	Joseph Pucello
"	Charles Borman	Hold	James Gordon
"	John Robinson	H.S.	William Moor
"	James Galt	"	William Riley
"	William Joy	"	George Tilly
"	Sam. Woodson	"	James Woodhouse
"	John Thompson 1 st	"	John Thompson 3 rd
"	W. Lambart	"	John Rodgers 1 st
"	Edw. Harnon	Hold	Erskine Klaber
"	William Jenkins	"	Abraham Kingsland
"	John Caulk	"	Thomas Woodward
"	John Hamilton	H.S.	James Smith
"	George Cullton	"	Chas. Williams
"	James Nicholas	W.	John Leadors
"	John Williams 4 th	Hold	John Halling
"	Joseph Morrall	"	W. Russell
"	Ben. Barnett	"	John Williams
"	James Wrayman	"	Thomas Jones 1 st
"	William R. Orms	"	John Marchant
"	Calvin B. Perkins	"	John Swast
"	William Brown 2 nd	"	William Wood
"	Percot Simpson	"	John Smith 2 nd
"	Ellies M. Wey	"	John Williams
"	Elas Kitch	"	Joseph Morrall
"	John Tanning	"	Alas & Rands
"	Robt. Lammace	Hold	William Gould
"	Math. Lightner	"	Ben. Smith
"	Robert Orms	"	William Jones
"	Paul Richardson	"	Henry McMahon

To see F.S. Sail Set and Flying Set Halliards clear

H.C. John Bonded

To attend Foremast and see Ropes clear.

M.M.	Erick Barry	M.M.	William Seymour
"	George M. White	"	Godfrey Bondie
"	James Woodhouse	"	John Jones 3 rd
"	John Honey		
"	Nath. Phillips		

Sit Boom

H.C.	William Morryman	H.C.	Thomas Galt
"	Joseph Raine		

Flying Sit Boom

H.C.	Peter Mills		
"	Thos. Steneth		

To attend Rucys

9M	Henry Marnes	29.	Eleazar Clark
29	William Jackson		
	William Key		

To Man Sit Halliards

Men to be detached from the F. Topail Halliards

To Work Boom Liggers when all hands are called

29	George Hynes		
9M	William Long		
29	Joseph Obo		
"	Thomas Cates		

Fore Yard

H.C.	James Randal	H.C.	John Crawford
"	Levin Lanson	"	James H. Jones
"	William Drake	"	Michl. Reed
"	John Green 3 ^d	"	Wm. Reed
"	Frederick Vogel	"	Asa Washburn
		"	John Thompson 1 st

Starboard Gangway

B.M.	Charles Wilson	M.B.	Joseph Elliot
M.B.	William Wells	"	John Norman

Larboard Gangway

M.B.	Saml. Seely	M.B.	George Kelp
		"	David Goodman

Fore Top

H.C.	Joseph M. Hot	H.C.	Nap. B. Bonditch
"	James Davis 2 ^d	"	John Warren
"	Martin Wysoles	"	William Spear
"	Anderson Blackeb	"	William Brown
"	Thomas Kelp	"	Charles Stevens
"	Thos. Williams 1 st	"	Wm. Victorine
"	Anderson Lanson	"	Isaac C. Gardner
"	Wm. Washburn	"	John Dunn
		"	John Miller

To attend Making Sail on Main Mast.

To attend at Main Mast

M.M.	Robert Martin	M.M.	John Nard
"	William Clark	"	John Harrison 1 st
"	Is. Underwood	"	Isa. J. Porter
"	George Schyer	"	John Borman
"	James Norris	"	John Robinson 2 ^d
"	Lewis Williams		

Main Topsail Sail Sheets

B.M.	William Johnson 1 st	M.T.	William Jones 1 st
2 ^d	Payne Perry	Mast	James Stanlow
Carp	Edw. Hallmoll	"	John W. Key
Carp	Washington Smith	"	Michl. Fitzpatrick
"	William H. White	"	George House
"	Simon T. Rader	"	Alpheus Adams
"	Joseph Bates	"	George Curlet
"	Sylvester G. Briggs	"	John Rhinman
"	William Olmstead	"	John Hart
"	John Lane	"	Robert Anderson
"	John Powell	"	Abram Smart
"	James Carrigan	"	Frederick Wells
"	George Jennings	"	Joseph May
S.M.	Nathl. Reed	"	Jacob Malles
Mast	Peter M. Hannon	"	John L. Clark
"	Charles M. Woodhouse	"	Leroy Cory
"	David T. Moses	"	John L. Clark
"	Wm. Hopkins	"	William F. Bates
"	Saml. Everett	M.T.	Jacob Barty
"	Malcom Parks	Mast	John Cooley
"	Saml. Everett	"	Samuel Reball
"	Benj. T. Malden	2 ^d	Simon Kniffin
"	George Edwards	2 ^d	Thomas Nelson
"	Frederick Barry	Carp	Cyrus Clapidge
		Carp	David Halfpenny

Main Topo. Sheets cont.

Capt	Alfred Goodrich	Main	Private	Private
Maist	William Adams	"	"	Contract
"	Francis Malcomb	"	"	Connellly
"	Henry Smith Jr	"	"	Harvey
2 ^d G	John T. Matthews	"	"	Hanna
"	Woolfort Stewart	"	"	Holly
M/R	James Hagan	"	"	Sullivan
"	Thomas Moore	"	"	Morse
"	Saml Stevens	"	"	Patten
"	James Stevens	"	"	Anderson
"	Beacham Phoebe	"	"	Evans
"	John Cady	"	"	Sheffield
"	William Nelson	"	"	Martin
"	John Parley	"	"	Richards
"	Dan O McHornet	"	"	Nelson
Main	Sergeant Young	"	"	Nichols
"	" Catel	"	"	Bedell
"	Capt Giff	"	"	Bush
"	2 ^d Nelson	"	"	Maxwell
"	Musie Lightel	"	"	Carver
"	" McKay	"	"	Craay
Private	" Alford	"	"	Johnson

Main Topoail Halliards

M/I	M. L. H. D. Mainwright	M/I	John Walsh
"	Alfred Collins	"	James Chase
"	Matthar Battensby	"	James Clark
"	Robert Baker	"	Theodore Durand
"	Lawrence Brown	"	William Clark Jr
"	Saml Boral	"	James Culbertson
"	John Horron	"	John Adams
"	John Patterson	"	John Corrado
"	Peter Callahan	"	Charles D. Tucker

Main Topoail Halliards Cont.

M/I	Saml Baker	M/I	James Stevens
"	Dan P. Bush	"	James Murray Jr
"	Peter Allen	"	John Sherman
"	Thomas Lloyd	"	John G. Smith
"	John Brown Jr	"	Dan G. Smith Jr
"	Albert Simon	"	John Tague
"	Charles Black	"	John Graham
"	Henry Linton	"	Hugh Joseph
"	Andrew Braden	"	Thomas Nelson
"	Dan W. Bailey	"	Sebastian Clark
"	George Stevens	"	Edward Edwards
"	Joseph Williams	"	Henry Haters
"	George Parbodd	M/R	James Edgar
"	William Coleman	"	Henry McCormick
"	Henry Collins	A/G	Ezekiel Ellison
"	Benjamin Marshall	"	Michl Moore
"	Henry Mountain	"	John Liffle
"	Joseph Stanbury	"	David Henry
"	Malro Hayes	"	William Howell
"	Louis Alexander	"	James S. Collins
"	William C. Thompson	"	James Riley
"	Theodore Smith	"	James C. Reed
"	Henry Gray	"	Saml Bancroft
"	William Chappal	"	Louis Harris
"	John Fortuna	"	David Inlos
"	Carleton Pophle	"	John Phillips
"	John Spennay	"	Charles Smith
"	Henry M. Cooney	"	Thomas Butler
"	James Thompson	"	John Wilson
"	David Davis	"	Theodore Bailey
"	Michl Sergeant	"	William Black
"	Jeremiah Tread	"	William Arnold
"	John Woodworth	"	James Calhoun
"	Chas Heart	"	Charles Jones Jr

Main Topo. Halliards Cont.

AG	Patrick Connor	Mjt	George Cook
"	Peter Simon	"	Thomas McGuire
"	George Vintres	Idler	Francis Monotant
"	John Haddleston	"	Alas & Burbis
"	John Deomond	"	Julian Morse
"	Thomas M. Campbell	Maist	Robt. & Bosis
"	Bernard M. Farland	"	David Sullivan
"	John G. Morit	Idler	James Gamillas
"	Timothy Kirk	"	Charles Morse
"	Saml. Coelle	"	Antonie Guadolph
"	Peter Pearson	"	Henry Lundt
"	William Melly	"	Joseph Villars
"	Henry Quotus	"	William Scott
"	Robt. Bonnett	"	William Henry
"	Mrs. B. Greenleaf	"	Henry C. G. Williams
"	Robt. Jameson	"	Nicholas Hubbard
"	Harrison W. Beale	"	John Ross
"	Stephen Kops	"	Louis Colles
"	Andrew Falls	"	John Lafford
"	Jeremiah N. Wareing	AG	Charles Percy
"	John Gallipo	"	Sam. C. Reed
AG	John C. Gardiner	"	Michl. Garraffle
"	Quotus Bullas	"	William Key
"	Edw. & Garrison	Mjt	Sam. C. Long
"	David J. Phillips	AG	Allen P. Vandewater
Mjt	Thomas Simpson	"	George Dunbar
"	William Martz	"	Christopher Ascher
"	John Walter	"	Thos. Brumma
"	John Antonio	"	Benjamin Knapp
"	James Barry	"	Joseph Green
"	Oliver Plunde	"	William Bonneau
"	Chas. Oram	"	Joseph Routh
"	Mrs. Harroast	"	Thomas Brooks
"	Thos. W. Owens	"	Ben. Moore

Main Topo. Halliards Cont.

AG	Smith Robinson	AG	Henry Collins
"	Ezekial Norton	"	Sam. Bolton
"	John M. Donoghue	"	Rufus Atwood
"	John Miller	"	Nathl. Pearce
"	Amagon Bateman	"	John Wheelar
"	Francis Bonles	"	Francis Lyons
"	Robert Turner	"	Sam. C. Gable
"	Francis Riley	AG	James Sparks
"	Charles Lundy	"	Sam. C. Rosegrant
"	Mrs. Clinden	"	Walter Cunningham
"	Thos. Phelan	"	Joseph Mullony
"	John Morgan	"	Marcus Moll
"	Joseph Butterfield	"	William Clayridge
"	James H. Smith	"	Washington Hobbs
"	Sullivan M. Smith	"	William Brown
"	William Eldridge	"	John Gitt
"	William Gallaway	"	Thompson Morris
"	Shadrach Chitt	"	George Softly
"	Pituck Dougherty	"	John H. Long
"	John Elliot	"	Arch. M. Lanes
"	Barly. C. Straw		
"	James Simpson		
"	John McCardle		
"	John Farrum		
Mjt	Edward Edwards		
AG	Charles Callahan		
"	John Corbet		

To attend Head Braces

13 M	John Davis	Mjt	Thomas Kluick
2 M	Matthias Clark	"	Chas. Lewis
2 G	Phillip Packham	"	John Melons
"	Joseph Olive	"	
Mjt	Mrs. Harvey	2 G	John A. Frost

See Rigging of Main Topsail clear

M^d Charles Anderson
" Moses Lee

Main Yard

1 ^m William Lamy	2 ^m Mrs. Jeffers
2 ^d John Wright	AB Douglas McHardy
2 ^m John McDonald	" Abram May
2 ^d Hammond Borden	

To attend Carps & Braces

Mid James T. Robinson	Mid John Neville
" Joe Pappan	

Main Top

Mid Joseph St. Adams	M ^d Edward McGuinn
M ^d Saml Brown	" Elias Thompson
" John Williams 2 ^d	" Wm Blackburn
" Henry G. Hancock	" Joseph Hull
" Francis Wells	" John Haggart
" Henry Barber	" Bernard Holland
" Robt Watson	" Henry Ellac
" Peter La Mott	" Saml Dunbar
" Wm Johnson 1 st	" Mike McElton

To attend Main Topsail Braces

Mid Wm E Lamy	M ^d Wm Vandespoot
al James Birt	" Jacob Britz
" George Charters	
2 ^m William Hunter	

To attend Main Braces

M ^d	M ^d James Smith
13 ^m John McKers	M ^d James Armstrong
M ^d Peter Molow	2 ^d M Robt Saunders
2 ^d M Nathl Lord	AB Wm Brown
M ^d James Williams 1 st	M ^d Harrow Higgins

See Rigging of Mizzen Topsail clear

M^d James Robinson 2^d

To attend Making Sail on Mizzen Mast

Lieut

Mizzen Topsail Sheets

M ^d David Poff	M ^d John Randolph
" Munson Eguin	" John Kelly
" Thomas Rudley	" John A. Morrel
" Henry Eagle	" Thos Cummings
" Peter Kelly	" James Sanster
" Abram Douglas	" John Evans
" Peter Anderson	" William Hadden
" Peter Sprague	" John Boyd
" John Woods	" William Valentine
" Thomas Morris	" Franklin Martinge
" James Price 2 ^d	" Isaac Burton
" John Brown 3 ^d	" John Pringley
" Henry Smith 1 st	" Henry Craft
" Thos Handbird	" Henry Schermer
" Thos Robinson	" Thos Carter
" James Irony	" Thomas Helms
" Joshua Cary	" Wm Pompey
" John Ruth	" Wm Butler

Mizen Top. Sheets Cont.

Mj J	Peter Bell	Marine	Private	Burns
"	Wm Henry 1st	"	"	Cornell
"	Lease Windsor	"	"	Ida
"	Wm Griffith	"	"	Cummings
"	George Miller	"	"	Smith
"	John Hopkins	"	"	Harlot
"	Richd H. Mathews	"	"	Realer
"	Thomas Poice	"	"	Madden
"	Saml Cantor	"	"	Marmaduke
"	Saml Algor	"	"	Moore
"	Andrew Quinn	"	"	Tomar
"	Saml McMay	"	"	Nelson
"	John Smith 1st	"	"	Matthews
A G	Michl Hanson	"	"	Robertson
"	John Harrison 2d	"	"	Schooley
"	Robert Graham	"	"	Smith
Marine	Sergeant Hood	"	"	Martell
"	Capt. Foster	"	"	Mentlow
"	Musie Marks	"	"	Konland
"	" Williams	"	"	Vandenberg
"	Private Loraquis	"	"	Hard
"	" Johnson	"	"	Gallagher
"	" Crofoot	"	"	Monahan
"	" Alexander	"	"	Torgerson
"	" Worm	"	"	"

Mizen Top. Balliards

All the Men from the Mizen Top. Sheets with the exception of the first twenty four.

At The Pump

1st Sailg Master. Simon B. Bissel

Wheel

2d	John Taylor	Wait	Charles Fortune
3d	Richd Johnson	A G	Nicholas Banks

At The Look out

Mid Richd L Lora

Mizen Top

Mid	Richd M Lillston	Mj J	Benjamin McLellan
Mj J	John Gardiner		Thomas Bailey
	John Thompson 2d		Wm Howard
	John Hayer		Wm H Robinson
	Thomas Cooper		Richd Green
	Ex. Piper		
	Ex. H Welsh		

Signals

Richd Libby

To attend Spanker

A G	Nicholas Banks	A G	Henry Lott
	Abram Sturgeon		Alfred H Leach

Main Deck

3d	A E Barnes	Capt	John Green
8d	Robt W Hitchcock	S M	James Davis
Mid	Peter U Murphy		John Israel

Lower Deck

1 st M ^o R. E. Johnson	M ^o Jonathan Joseph
2 nd M ^o Wm. P. Collins	Joseph Runcos
	Francis Moreau

Orlop Deck

3 rd M ^o Wm. P. Collins
M ^o Charles Lee

Cabins

Capt. Antonio Gundolph	Capt. Louis Lindenberg
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Ward Room

M^o John Butler

Sick Bay

Henry Allen

Tacking & Veering Bill

Quarter Deck

1 st Lieutenant	Thomas M. Nymen
Middlemen	M ^o A. Nymen

Fore Castle

2 nd Lt David R. Stewart	
3 rd M ^o Simon B. Russell	
West Thomas Ray	4 th M ^o Ho. Perry
13 th M ^o Adams Black	M ^o Austin
4 th M ^o Thomas Collins	1 st M ^o McNamara

To see Shipping clear about Forecastle.

4 th M ^o 1 st Lieut. David R. Stewart	4 th M ^o George Raymond
4 th M ^o John Gregory	4 th M ^o H. L. Stevens
Henry Barnes	Columbus Hammett
Sgt. Cardines P.	George Junotae
William Black	
Sgt. Murphy	
Sgt. Morgan	
Ben. C. Menden	

Lib & L. I. M. L. I. Sheets & Lib. Norms

L.C	Nathan Merchant	L.C	James Murray 1 st
"	Plow Mills	"	Dothens Bondstato
"	John Thompson 1 st	"	Chas. Jones 2 ^d
"	James W Jones	"	Thos. Littlewood
"	Robert Anderson	"	W. Jones 2 ^d
"	Nickel Reed	"	John Gullett
"	Moses Smith	"	Edw & W Birney
"	John Bonditch	"	Ch. Simpson

To Let go and attend Head Bonline

F.C.	William Gardiner	F.C.	John Walker
"	Nicholas Mathison	"	Joseph Howard
"	James Callahan	"	

To Light over Sit Pendant

#C	Nicolas Molinneau	#C	Daniel Knight
"	Frederick Barth	"	Benny Pibley
"	William Lock	"	John Hawley

To attend Fore Mast

Mr	Rich. Bangs	Mr	John Jones 30th
"	Wm. and Salmon	"	John Henry
"	George M. Cole	"	Nathl. Phelps
"	Dr. Fay Bond		
"	James Woodhouse		

Start. & F. C. Garnet

Carp	William Almotaogah	T.C	James Kennedy
"	John Lords		John Crawford
"	M ^{rs} Drake	Carp	David Halfpenny
"	M ^{rs} Johnson 3 rd	T.C	Lewis Sanger
"	Edw. Watson	"	John Little
"	Bar ^d Long	"	Edw. Vogel
"	Sal. Burns	I.M	M ^{rs} Jackson 2 ^d
"	Geo Patterson	T.C	George Clifford
"	Robt McCloud	Maist	John Parker
"	Joseph Harst	"	Ch ^s M. Woodhouse
		A.M	Edward Ray

Lar 6. 7. C Garnet

Carp	Stephen Fairbank	Carp	Alex ^d . Clay
"	Washington Smith	"	Jacob Fisk
"	James Story	"	M ^{rs} M. White
L.C	M ^{rs} Small	L.C	Th ^s . Hemitt
"	M ^{rs} Baird	"	Joseph Rains
"	Henry Clayridge	"	James Davis J ^r

Starb. & F. Chains overh. Sk. and Sheets

L.C.	Thomas Jones 1st	L.C.	Asa Washburn
			John Shaw

To Lt. Genl. Hancock. F.F. & T.G. W. Stagg & T. Liff

J. J.	John Miller	J. J.	William Victorino
"	Miche. Rugan	"	Con. P. Bonnet
"	Wm. Vreeland	"	John Williams 4 th
"	S. L. Smith	"	William Lambert
"	Wm. Brown 1 st	"	John Rodgers

Last 4 Fire Chains to work the 4 Shocks

F.C.	Sam. Smith 4 th	F.C.	Jacob Jenkins
"	M ^r Smith 2 ^d		

To set up 4th Land 1 Ball 10.10 Stays

F.J.	M ^r G. Lawrence	F.J.	John Morris
"	John Hammond	"	John Wilson 2 ^d
"	John Marchant	"	Joshua Percelle
"	John Smith	"	William Riley
"	Alexander Moody	"	Sam ^l Woodson
"	Robert Spear	"	John Cault
"	Joshua Numan	"	Martin Bygones
"	James Thompson 2 ^d	"	Joseph Moratt
"	John West 2 ^d	"	Sam ^l Hammett
"	John Hynes	"	George Carlton
"	Chas. Anderson	"	John Robinson 1 st
"	Emmanuel Briggs	"	John Parsons
"	Abel Road	"	Charles Williams
"	M ^r Brown 3 rd	"	William Moore
"	Chas. Stevens	"	Matthias Honley
"	Silas Road	"	William Joy
"	Abel Owens	"	Rich ^d Smith 2 ^d
"	M ^r Russell	"	

Fore Top

Mid	C. P. Patterson	F.J.	William Davis
"	Joseph Millot	"	Anderson Lanson
"	James Davis	"	Napoleon B. Woodlot
"	John Smith 2 ^d	"	William Sykes
"	John Jones 4 th	"	John Peterson
"	John C. Anderson	"	John Thompson
		"	Andrew Racht

Fore Jack and Head Workins

The Men from the Main Jack Main Top Workins Fore Top Mast and Top Gall 10.10 Stays.

To set up M L O 1 Ball Workins

M^r Henry Marnot

To haul Main M Top & 1 Ball Workins

F.C.	M ^r Merryman	F.J.	James Smith 3 rd
"	Phil. Scott	"	George Filley
F.J.	John Thompson 2 ^d	M.J.	John Herring
"	William B. Owens	F.C.	John Green 3 rd
"	James Woodhouse	M.J.	John Spence
"	John Stanning	"	Mich ^l Sargeant
"	John Hudson	F.J.	John Warren

To haul the Main Workins

F.C.	James Randal	F.C.	James Turner 1 st
"	Levi Sanson	"	George Henderson
Mast	Pat ^r M. Keenan	Mast	David White
F.C.	Sam ^l Stevens 2 ^d	M ^r	William Sky
Mast	Henry Lindore		

Main Main 1st 1st 1st Workins & Peraces

Mid Henry Elt Jr
2^d M^r C. Leary

To Man Main Jack

5 th Lt	Anderson H. Fols	AG	William Clinow
BM	John Davis	2 ^d	John Wright
9 th M	William Long	5 th M	William Williams
2 ^d	Joseph Olive	Carp	John V. Spearman
5 th M	George W. Edmonfield	Idler	John Shores
Carp	Abriel Goodrich	"	John Pons
"	David Pears	"	Berninge Carter
"	John Lano	"	Joseph Villaw
7 th C	Nathl. Collins	M st	Jacob Peck
5 th J	John Williams	Carp	George W. Nelson
"	John Cooper	"	Luther Smith
"	Thos. Jones 2 ^d	"	James M. Maclean
"	Walter Cunningham	7 th C	William Chapman
"	Collins Miley	"	Com ^d Vanderbilt
"	William Ross	"	Stephen B. Roath
"	Matthias E. Lightner	"	Nathaniel Reed
"	William Spear	"	John Cooper
"	Calvin B. Perkins	5 th J	Edward Haman
"	Robt. Lawrence	"	James Nicholson
"	James Raymond	"	James Smith 2 ^d
AG	George Charters	"	Alexander Stafford
5 th J	Thos. Williams	"	Paul W. Richardson
"	John Dunn	"	William Smith 3 ^d
"	Chas. Goodman	"	William Lockard
"	John Bayley	M st	Hugh Joseph
M st	John Callahan	"	John Gallops
"	John Gotham	"	Thomas Nelson
Drum	Nathl. A. Simms	AG	David Inlows
"	Wm. Stewart	"	Arch ^d M. Lany
AG	John Lino	Maist	James Turner 2 ^d
"	John Huddleston	M st	John Brown 1 st
"	Sam. Rice	M st M	William West
"	Wm. Roy		
"	Henry Lott		

To Shorten in Lee Main Jack

<u>Weather Gangway</u>		
5 th	BM	Charles Nelson
M st	M st	Wm. Wells
	"	Joseph Elliot

<u>Lee Gangway</u>		
M st	M st	Ben ^d Goodman
BM	Wm. Johnson 5 th	Sam ^d Seely

<u>To attend at Main Mast</u>		
M st	M st	John Harrison
"	"	Louis Williams
"	"	John Ward
"	"	John Robinson
"	"	James Norris
"	"	Lea. J. Lister

<u>To attend Staysail Shoats</u>		
2 ^d	M st	Philip Peckham
	M st	Moses Lee

<u>Starb^d Main Clew Gannet</u>		
M st	AG	James Calhoun
AG	AG	Chas. Jones 1 st
Stephen Peck		Wm. Clayridge
John Nelson	2 ^d M	Nathl. Lott
Abraham May		
Wm. Black		

Lat. Main Clo. Tarnet

Mid	Rich ^d Mainwright	M J	Dan. O'Rourke
M J	John Woodworth	A G	John Miller
"	Charles Beest	"	Wm. R. Greenleaf
A G	Henry Gustus	"	Francis Bonles
"	Ing M Longshaw	"	Robt. Turner
		M J	William Scott

To Attend Head Races

S ^d P	Ing H. Marshall	10 M	John McNamee
M J	Peter M. Murphy	2 ^d G	Hammond Bondie
2 G	George Hyman		

To Set go & all Refs back & M J S & T Ball. 10. & 10mls

M J	John Smith 1 st	M J	James Robinson
S. G	John F. Matthews		

To Set go and overhaul M J & T Ball. 10 10 S Talls and Lifts

M J	John Adams	M J	Ever Valentine
"	Chas. Anderson	"	James Smith
"	Theodore Burdine	"	Chas. Lorie
"	Mrs R. Crocker	"	Alon Collins
"	Isaac Culverson	"	Matth ^s B. Patterson
"	Thos. Murray V?	"	Truman Buck

To Set up M J M. & T Ball. 10 10 Stays

M J	John Patterson	M J	John McLeod
"	David Davis	"	James Clark
"	Lawrence Brown	"	Albert Simos
"	Mrs Johnson 1 st	"	Robert Baker
"	John G. Smith	"	Edward Edwards

To Set up M J M. & T Ball. 10 10 Stays cont^d

M J	James Williams 1 st	M J	Andrew Braden
"	John Thurman	"	Francis Miller
"	Thomas Lloyd	"	Theodore Jendis
"	Charles Black	"	Dr. Williams 8 th
"	Isaac Leonard	"	Henry Elsbos
"	Henry P. Marsden	"	Sebastian Clark
"	Malbro. Rogers	"	Sam. P. Baker
"	Mrs. C. Thompson	"	Dan. O. R. Bailey
"	Mrs. Clark		
"	Henry Larson		

To Man Main Left Gallant Races

A G	Julman Brooks	Arm	Francis Aris
"	Bernard McFarland	A G	Is. C. Road
"	John L. Merritt	"	Ezekiel Norton
"	Timothy Clark	"	Francis Riley
"	William Melly	"	Chas. Lundy
"	Robt. Hornith	"	Robt. Jameson
"	James Simpson	"	George Vintres
"	John Thurman	"	Sam. C. Carlton
"	Chas. Callahan	"	Mrs. Arnold
Arm	Isaac Long		

To Haul Head Yards

All the men from the After Yards

To Set go and attend M J & T Ball. 10 10 Stays

Mid	Henry Elbgo	2 G	John A. Frost
2 M	Matthias Clark		

C Jack Miz. Sail & S. B. M. Lines

1 st Lt	1 st Lt. W. Hitchcock	Mid	John Novello
Mid	James T. Armstrong		
"	Ferdinand Poffin		

Cross Jack Braces

AG	Thos. Phelan	AG	Benjamin Knapp
"	John Morgan	"	James S. Collins
"	John Elliot	"	John Wheeler
"	Joseph Butterfield	"	Sam. L. Gable
"	Jeremiah W. Manning	"	Alexander H. Leach
"	James Ripon	"	Amos Watson
"	Joseph Muller	"	Go. Kirk Ellis
"	Marcus Moll	"	David Gray
"	David S. Phillips	"	W. Howell
"	Henry Collins		
"	Charles Smith		
"	John Gott		
"	Thompson Moore		

Mizen Top & J. Gall. Braces

M. J.	James Sweeney	AG	Andrew Fells
"	Sam. Cantor	"	John H. Long
"	John Huth	"	Thomas Therman
AG	John C. Gardner	AG	Math. Pearce
"	Chas. Percy	AG	Stephen Kops
"	Edu. Garrison	"	Fallico Sovally
"	Washington Hobbs		
"	Cyrus Claydon		
"	Harrison M. Beal		
"	Joseph Green		

Main Chains to work 13 Stays the & Shafts Sail

M. J.	Joseph Williams	M. J.	John Sargent
2 nd	John M. Donald	"	Peter Allan
M. J.	George Baboddy	2 nd	Robt. Saunders

Main Chains to work 13 Stays the & Shafts Sail

2 nd	William Hunter	M. J.	William Hawley
M. J.	Sam. Lloyd	"	Sam. Kovel
"	George Stevens	AG	Sam. Rosagant
"	W. Coleman		

Main Top

M.	Joseph H. Adams	M. J.	Edw. McGinn
M. J.	Sam. Brown	"	Elias Thompson
"	John Williams 2 ^d	"	Harvey Barber
"	Mich. M. Eldon	"	Edm. Edwards
"	Bernard Holland	"	Wm. Blackburn
"	Henry D. Hancock	"	Joseph Hull
"	Robt. Malson	"	Granston Piffle
"	Peter L. Mohler	"	John Staggart
"	Henry Gray	"	Henry Ellms

To man Main Braces

2 nd	Mr. Jeffers	M. J.	William Chapple
Carp.	Simon J. Roeder	"	Walter Baker
"	John Trickey	"	John Fortune
"	Sylvester G. Briggs	"	Sam. Buntan
M. J.	Wm. Vanderpoort	"	John Malt
"	Henry R. Conroy	M. J.	Oliver Pland

To Man Main 1st 1st 1st

Mj	John Kelly	AB	Paul C. Swan
"	William Hadden		John Liffles
"	Thomas Cummings		John Corbit
"	John Boyd		Rufus Atwood
"	Marck Higgins		Francis Lyons
"	Charles Ryan	Drum	James Sparks
"	Peter Wilson	AB	Thomas Buxton
Mj	Thos. W. Owens	SM	John Binners
"	James Armstrong		John Nallo
"	Murder Eguie	Marine	Sargt. Patchall
"	Thomas Ward		Capt. Jeff
"	Peter Kelly		Capt. Nelson
AG	John A. Morrel		Musie Lightol
"	John McCardle		McKay
"	Patrick Connor		Private Alfie
"	John Desmond		Bruss
Maist	George Prouse		Coalast
AG	James H. Smith		Connell
"	Smith Robinson		Alway
"	Robert Graham		Hagans
Am	Louis Rhineheart		Nally
SM	Charles Reed		Sullivan
Capt	Arion King		Moore
"	Clark Perry		Pattus
"	Joseph Bates		Shaffers
AG	Charles Smith		Martin
Mj	Wm. Hancock		Richards
"	George Cook		McLeod
"	Joshua Carey		Neatness
"	John Walker		Redall
"	James Perry		Quinlan
AG	William Kniffert		Maynell
"	Sam. Cottle		Carver
"	Patrick Dougherty		McKerwell

To Man Main 1st 1st 1st

Mj	Idors. Eld J.	AG	John Harrison
Capt	Edm. Hallmell		William Rinnman
AG	Louis Idanson		Julian W. Smith
"	Theodore Bailey		Wm. Eldridge
"	Sam. Hancock		Wm. Gallaway
"	George Saffly		Michl. Meek
"	James Smith	Marine	Private Cummings
Idors	Wm. Henry D.	"	Smith
"	John Laffin	"	Id.
"	Francis Menckel	"	Musie Marks
"	Louis Collins	"	Private Kaelor
"	John Fabricus	"	Maddox
"	Nicholas Stubbart	"	Moore
AG	Chas. D. Tucker	"	Marmaduke
Idors	Thomas Trueman	"	Nelson
AG	Barcl. Moore	"	Robertson
"	Leetus Butler	"	Shoolley
"	John Underditch	"	Smith
Marine	Sargt. Root	"	North
"	Musie Williams	"	Vanderburg
"	Capt. Foster	"	Mard
"	Private Serachs	"	Gallagher
"	" Alexander	"	Ferguson
"	" Brown	"	Mathews
"	" Burns	"	Conrad
"	" Cornell	"	Martell
"	" Mompston	"	Hoplet

To Let go and overhaul Mj 1st 1st 1st & C. Liffles

Mj	Peter Anderson	Mj	James Rice D.
"	John Woods	"	James Robinson D.

To Set up Miz Mast I & II 13 Days

Miz I	John Sprague	Miz I	Ed. Sanston
	Thos. Morris		Thos. Simpson
	Thos. Dudgey		John Antonio
	Wm. Griffith		Thomas Carter
	John Randolph		En. Hopkins
	Henry Eagle		George Miller
	Abraham Douglass		Richd. H. Matthews
	John Brown Jr		Thomas Cummings
	Henry Smith 1st		
	Wm. Stevens		

At The Cabin

1st Sailing Master	Simon D. Russell
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At The Wheel

1st Cook Johnson	1st Misch. McCall
	Must. Chas. Fortune

On The Deck

Miz I	Richd. L. Love	Miz I	Wm. Henry 1st
Miz I	John Evans		Henry Cluff
	David Ross	1st	Michl. Hanson
	Thos. Hardbird	M 1st	George Hope
	George Allen		Henry McCormick
	Wm. H. Robinson	1st	Abraham Surgeon
	John Ranglo		

Signals

Lieut. A. H. Peale	1st Misch. 1st	1st Misch. 1st
	2nd M	Richd. Libby

Spanker Sheets & Gays

Miz I	Thos. H. Patterson	Miz I	John Bell
Miz I	James Newlon		Wm. Ramsey
	Wm. Butler		Henry Ackerman
1st	Nicholas Banks		James Dunton
Miz I	Wm. Valentine		Franklin Hastings
	Saml. McKay		Andrew Quinn
	Thos. Pearce		

Spanker Boom Topping Lifts

Miz I	Thos. Ho lie	M 1st	Allen P. Vanderwater
	Saml. Alger		Michl. Asaff
	Thos. M. Chase		Douglass McKinn
	Thos. Barclay		George Dunbar
1st	John Pearson		Christopher Archer
	Shadrach Club		

Mizen Top

Miz I	Chas. B. Howard	Miz I	Thos. Cooper
Miz I	En. Gardner 1st		John H. Melch
	En. Thompson		Benjamin Mollman
	En. Alger		Benjamin Langard

To Set go Fore Sheet

2nd	Payne Perry
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To Set go Main Sheet

Richd. Green

All the Galley

Joseph Duncan (L.G.D.)
Gregory Potter (M.G.D.)

Joseph Tano (M.G.D.)
Francis Moroa (L.G.D.)

To Haul Off Fore & Main Streets

Lieut. J. E. Palmer	Carp. William Tarr
P. Mis. Overton Carr	" William Gould
P. Mat. Joshua Bryant	" Dan. Smith 1 st
Carp. Thomas Williams	Ably. Abram Hingoland
Idler. Laprasca Godono	" William Turner
" James Gornick	" James McMahon
" Henry Monroe	" Eskins Klaborg
" Henry K. Lundt	" Th. Woodward
L.M.M. Wm. Drulev	" Ed. Gordon
Carp. Th. Owens	" Ch. Walling
Idler. David Groaty	Idler. Lamonea Enstous
Idler. Francis Morrel	" Joseph Vagatten
Main. Richd. Weiss	" Julian Weiss
Idler. Solby Parker	" Chas. Weiss
M. Boy. John Norman	" Alexander Dubois
" Lamonea Ellard	" Antonio Guadalupe
" Leroy Coray	" Anderson Roberts
" Ed. Hagah	" Julian Moroa
Carp. John Cops	" Louis Alexander
And both Matches of Masters & Crews.	

Main Deck

Lieut. Albert C. Dimes	Lt. John Israel
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Lower Deck

M. Chas. A. Buge	Mata John Joseph
	Carp. Ray. J. Collins

Orlop Deck

M. James Riddle	M. Maxwell Woodhul
St. William Rotsford	Idler. Chas. Lee

Cabins

Raphael Gundolph	Louis Lindenberg
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Ward Room

John Butler

Sick Bay

Henry Allow

Main Preventer Beraces

Lt. Thomas Nelson	Lt. Thomas Calao
Main. John Delith	Main. William Chas. D.
" David Snyg	" Paul. Clute

Reefing & Hoisting Bill

Quarter Deck

1st Lieutenant
Midshipman

Thomas M. Hyman
William A. Wayne

Forecastle

2 ^d Lt	David R. Stewart	Lt	George Raymond
2 ^d Mid	Wm S. Cherry	"	Charles Woods
P.M.	Robt E. Whipple	"	Stephen W. Booth
Mis	Charles P. Patterson	"	Edmund Hammett
"	William B. Monahan	"	George Tuntal
"	Woodhul F. Schenck	"	Wm Ritchey
D.M.	Edw Roach	"	John Mills
Lt	Thomas Collins	"	Earl W. Jones
"	William Austin	"	Robt. Anderson
"	Thomas Perry	"	Michl. Root
"	William Howe	"	Marcy Smith
"	Cornl. Vanderbilt	"	Dr. Wooditch
"	Nathl. Collins	"	Earl Simpson
"	Kader Merchaut	"	Stephen Pendleton
"	John Thompson 1 st	"	Thomas Tillaborn
"	William Chapman	"	John Tullerton
"	John Gardiner Jr.	"	John Lord
"	John Murphy	"	James Turner 1 st
"	John Mayhew	"	Thomas Case 1 st
"	Wm C. Montrose	"	Wm. Jones
"	Earl Crawford	"	Isaac Jenkins

To attend at Foremast

J.C.	John Ranford	m m	Nathaniel Phillips
M.M.	Mrs. Enos 2 ^d	"	James Moodhouse
"	George Mitchell	"	Godfrey Lendie
"	John Henry	"	John Jones 2 ^d

To Attend Head Rowline

J.C.	Robert McCloud	J.C.	John Nathan
"	Joseph Hand	"	Mrs. Schreier 2 ^d
"	John Peterson		

To see clear J. S. Clonline Boat: R. Tackles & J. P. Shoate

J.C.	William Cardiner	J.C.	John Gregory
"	Maxwell Molinaunt	J.C.	Matthew Bealage
"	And: S. Butaw	"	John Hammond
"	Nicolas Maddison		

To Topol. Downhaul

Hold	San: Smith 1 st	Head	William Mosey
"	Mrs. Turner	Maist	Paul Fardick
"	Leahua Mabe	"	Matory Parks
"	Thos. Woodward	"	Bar: J. Malton
"	Torgus McMahon	"	William Enest
"	Alto: Mordey	"	William Tarran
"	John Smith	"	Charles Craft
"	John Jones	"	William White
Maist	John Wood	J.C.	James Murray 1 st
"	David: A. Moses	"	William Lock
"	William Hopkins	J.C.	George Hayes
"	Oliver Meltzer	J.C.	William Drake
"	Sam: Corbett	"	Paul: Terry
"	James Hannady	Maist	Charles: S. Richardson

Conte

J.C.	Lewis Sanger	Maist	Abraham Coffey
"	John Little	"	Edw: Ray
Maist	John Supor	"	Thomas James
"	Richard Dagercraft	Hold	Ed: Gordon
"	William Cook 1 st		
"	Walter: S. Morgan		

To Topol. Clearline & Buntline

J.C.	James Rarus	J.C.	Martin Kyolar
"	Frederick Vagell	"	John Coffey
"	Francis: P. Woodruff	"	Com: Bonnet
"	James Callahan	"	William Davis
"	William Small	"	Edw: Wood
"	John Shaw	"	Williams Victorine
"	Sam: Stevens 2 ^d	"	John Towner
J.C.	John Moore	"	Mrs. Brown 2 ^d
"	Paul: M. Richardson	Maist	Mrs. Hartigan
"	John Nelson 2 ^d	"	James Turner 1 st
Maist	Reaschaw Shockley	"	George Connel
"	Frederick Nello	"	George Burlett
"	George Jennings	"	Sam: M. Marnet
"	John Gady	"	John Colley
"	Robert Vary	"	John McShell
"	Henry Linders	"	Martin Martin
"	John Brown	"	John Penlay
"	Oliver Shifty	"	James Pink
"	Albous: Williams	"	Pater Pore
J.C.	Joseph Raine	J.C.	Henry Riley

F. & S. Sail Reef Tackles

Carp	John Tickey	F.C.	Richard Smith 1 st
"	Clark Perry	"	Daniel Knight
"	Sylvester G. Briggs	"	Joseph Morris
"	William Binsload	"	Henry Stubbs
"	Joseph Bates	Idler	Lamorne Goddard
Idler	Joseph Dagattee	Maist	William McEllen
"	John Perry	"	James Nelson
F.C.	John Croon	"	John B. Raul
"	James Randal	"	Thomas Nelson
"	Levin Lanson	"	Arus Clayridge
F.T.	John Smith 2 ^d	"	Sam. Stewart 1 st
"	Emmanuel Bogus	"	Joseph Mary
"	James Scott	"	Michl. H. J. J. J.
"	Alexander Reed	"	Vincout Craut
"	John Williams 4 th	"	George Robinson
"	Charles Stevens	"	John Kugel
F.T.	Michl. Sugar	F.T.	Wm. Jackson 2 ^d
"	Andren Beckel	Carp	Sam. P. Nune
"	William Vreeland	"	Thomas Williams 2 ^d
"	Calvin L. Perkins	"	John Ship
"	James Smith 2 ^d	"	William Smith
"	Collins Milby	F.T.	Robt. Laminée
Maist	John Harris	"	Matthias P. Lightner
Idler	Nicholas Hubbard	"	William Perrowe
Idler	Levin Churchhart	"	James Neelson
"	David Grady	"	William Stage
F.C.	William Mortymann	"	John Noble
"	Thomas Scott	Maist	Charles Rodgers
"	Thomas Smith	"	Henry Valentine
"	James Smith 1 st	"	James Nelson
"	Ben Nashburn	"	Francis Malcomb
"	Henry Clayridge	"	Carvil Thompson
"	Wm. Reed	"	Henry Smith 2 ^d
"	George Clifford	"	Medford Stewart

Contd.

F.T.	John C. Gardiner	M. Roy	James Hagan
Maist	Peter McKernon	Maist	Wm. Ackerman
F.T.	John Dunn	"	John Powell
"	Charles Remman	"	James Carrigan
"	John Tanning	"	Henry Smith 2 ^d
"	Roscoe Simpson	"	John Lockard
Idler	Francis Monsonat	Idler	John Walling
"	James Hargis	M.M.	William Brewer
Idler	Abraham Ringelard		
"	William Gould		
F.C.	George Henderson		

Fore Yard Mast Yard Arm

F.C.	Thomas Collins	F.C.	Michl. Reed
"	Jacob Jenkins	"	Maxey Smith
"	William Pitcher	"	Frederick Rutter
"	Sam. Perry	"	William Reed
"	Frederick Vogel	"	George Clifford
"	Henry Clayridge	"	John Van der Bolt
"	Thomas Smith 1 st	"	Ben Nashburn
"	James M. Jones	"	Sam. Stevens 2 ^d
"	Robert Anderson	"	Henry Barnes
"	William Johnson 2 ^d	"	James Callahan
		"	Thomas Perry

Fore Yard Larb. Yard Arm

#C Nathan Reed	#C John Murphy
" Robt McCloud	" Louis Lanson
" James Murray	" James Kennedy
" John Cardenas V.	" William Leach
" John Ronditch	" John Greer 3rd
" Dan C. Knight	" Nicolas Maddison
" James Randal	" John Little
" Stephen Randallton	" Columbus Hamilton
" Charles Enos	" Kader Morchant
" William Drake	" Joseph Rainey
" Thomas McLauren	

Fore Top

#J Andrew Lanson	#J William Morris
" William Sykes	" John Thompson 4th
" John Parsons	" Joseph Monath
" John Williams	" John Nasson
" Thomas Enos V.	" John Scherson
" William Ross	

Starb. Fore Top. Yard Arm

#J Mm. Boy	#J William Lambert
" En. Mille	" George Phillips
" Mm. J. Lamson	" Thomas McLauren
" Joshua Wamant	" John Rodgers
" James Thompson V.	" Chas. Anderson
" John West V.	" Chas. Momen
" Napoleon B. Ronditch	" John Thompson 3rd
" En. Norahud	" Richard Smith V.
" En. L. Calleton	" James Rayman
" Abt. Spear	

Larb. Fore Top. Yard Arm

#J James Davis V.	#J John Caulk
" Joseph Millett	" John Enos 1st
" Alexander Staffors	" Sam. Woodson
" William Jenkins	" Joseph Percollas
" George Carlton	" William Smith V.
" George Williams	" William Ruford
" John Cammilton	" William B. Wren
" Asahel Brown	" William Riley
" Sir. Robertson 1st	
" Chas. Williams	

Main Top & T. Hall. Birlins

M Charles Reed	M George Middleton
" John Linemore	
L. J. Payne Perry	

To Hoist Fore Topail

Gm Henry Warner	#C John Harvey
And all the Men as they lay down from aloft And the Wailers from the Clinline - Hoist Backles and at T. Hall Down haul.	

To attend at Main Mast

L. J. John B. Marshall	M M En. J. Porter
M. J. Louis Williams	
M M William Clark	" John Mark
" George Schryer	" John Robinson V.
" John Penman	" James Peris
" Robert Martin	" John Harrison
" John Underwood	

Head Braces

1 st Lieut. Andrew H. Felt	A.G.	Abraham May
1 st Mate William Johnson	"	William Black
2 ^d M. Robert Saunders	"	Chas. Calhoun
3 ^d M. Mr. Lamy	"	Chas. S. Smith
M. J. Hugh Joseph	"	Justus Butler
A.G. William Clayridge	"	En. M. O'Sullivan
En. Garrison	"	En. Liffle
John Underhill	"	Chas. Smith
Bernard McWhorter	"	Subman Brooks
Longley Nick	"	En. J. Moritz
Nicholas Banks	"	Robt. Lamson
William Melly	"	Sam. Ashton
Robt. Moritz	"	Nathl. Pearce
2 ^d G. En. A. Frost	2 ^d M.	Stephen Chop
En. Wright	Arm	Mr. Donat
Arm Peter Bonn	2 ^d G.	William Skow
M. J. Thomas Milson	Arm	James H. Smith
James Calhoun	"	Robert Turner
A.G. James Simpson	"	Francis Riley
John Furman	"	Chas. Lundy
Chas. Callahan	Marine	Sergeant Hood
Georgial Norton	"	Corp. Nelson
Henry Butler	"	Maria Lippell
Edw. McCord	"	McKay
John Miller	"	Private Alfred
Mr. B. Goodleaf	"	Private
Mr. Trueman	M. J.	John Brown 1 st
Francis Bowles	Corp.	Luth. Smith

Weather Gangway

Quartermaster	Ada Curtis	M. Boy	William Malle
1 st M.	Chas. Wilson	"	Joseph Elliott

Lee Gangway

1 st Mate John Davis	M. Boy	Sam. Seabury
M. Boy	Dan. Goodman	

To See clear M. S. Cleverly Went to Reef Jacks & T. H. Shoats

M. J.	Sebastian Clark	M. J.	John Perkins
		"	Henry Larsen

Main Top: Down haul &

2 ^d G.	Thos. Nelson	M. J.	Samuel Durbin
M. J.	Walter Parker	Maist.	Peter Votawell
"	William Chapple	"	George Edwards
"	John Bernard	"	Joseph L. Gray
"	John Fortune	"	John Costigan
"	William Scott	A.G.	George Charles
Corp.	Thos. Owens	2 ^d G.	Wm. Green
M. J.	Dan. Smith 2 ^d	A.G.	John Desmond
"	John Sager	M. J.	John Adams
		"	Sam. Bancroft

Main Top: Reef Jacks

1 st Mate	Obenager Clark	Maist.	Dan. Harten
1 st M.	John M. Kane	"	Joseph Mason
Corp.	Simon J. Reader	"	En. B. Gabriel
M. J.	Henry Hubers	"	William Red.
"	M. R. Beckey	2 ^d G.	Samuel Dordie
A.G.	John Reiver	Corp.	Arny King
"	Chas. Dixon	M. J.	Edw. McQuinn
"	Chas. Pades	"	Francis Mills
"	William Arnold	"	Andrew Reade
"	Abraham Surgeon	A.G.	Peter Linn

Cont.			
A.G.	Shadrach Clute	A.G.	John Buddlester
Maist	Edward Parkay	"	Alfred P. Vanderwater
M.T.	Henry Gray	Carp	Levin Stearns
A.H.	Sam'l Rice	"	George Ventree
"	Thos. Burton	Maist	James Carr
"	Michael Lussaffa	"	Dr. Parker
"	William Roy	"	Levin Leary
"	Refus Abbott	"	John Kendall
"	Douglas McKune	"	James Sanston
"	Henry Lott	"	John Wiley
Maist	M. M. Don	"	William Adams
"	John Peyton	Idler	James Tomlinson
A.G.	Nathan Cunningham	"	Lamorne Brothers
Idler	Antonio Lundell	"	Julian Ruiz

Main Top. Clerks & Buttlins

M.T.	Richd. M. Mainwright	M.T.	William Clark
2 ^d G.	Thomas Cates	A.G.	George Dunbar
"	Joseph Oliver	"	Thomas M. Campbell
Cooper	William Linnest	"	Christopher Archer
"	Edw. Hallonell	"	James C. Road
Maist	John Rhineman	"	Levin Alexander
"	Genl. Chute	Maist	Mrs. J. Lamorne
M.T.	Elias Thompson	"	Mrs. Murphy
"	Sam. Parker	"	John Debitz
Idler	Joseph Villars	"	Sam. Deball
"	John Fabricius	Idler	Alfred Dubois
"	Henry Monroe	M.T.	James Stevens
"	Charles Moise	A.G.	Ezekiel Ellison
"	William Henry V.	"	David Arney
Maist	David Cutler	"	William Howell
"	Domingo Cardes	"	Patrick Connor
"	Francis Morrell	Maist	Stephen J. Cox

Cont.			
2 ^d M.	William Hunter	Maist	James Thirweath
Carp	Alexander Clay	"	James Neale
"	Isaac Fudge	"	Isaac Maty
"	Mrs. M. White	"	Barret Landa
"	Alfred Rodrick	Idler	Salby Parker
"	John P. Smith	"	Julian Moore
"	Edw. L. Mallow	"	John Thorne
"	Robert Watson	"	Henry N. Lundt
Maist	Frederick Ramy	A.G.	Richard Weiss
Idler	Henry C. L. Williams	Maist	William Evans

To Visit The Main Topoail

Mate	Joshua Bryant	M.T.	Theodore Durdine
2 ^d G.	Phillip Packham	2 ^d G.	David S. Phillips
And all the Main Guard and Main Topoail as they lay down from aloft. And the Masters from the Main Topoail Chalks and Roof tracks. And all the Hand.			

Main Yard Part. Arm

2 ^d G.	Phillip Packham	A.G.	Robert Abbott
"	William Jackson V.	"	William Moly
3 ^d M.	Henry Marnes	"	John P. Merrill
2 ^d G.	John Wright	"	James Smith 1st
"	William Kniffin	"	Bernard M. Farland
"	Thomas Nelson	"	James Calhoun
"	Joseph Oliver	"	William Black
2 ^d M.	Matthew Clark	A.G.	William Eldridge
A.G.	Thos. M. Campbell	"	Edw. M. Disney
"	Dr. Buddlester		

Main Yard East Side

Mt. 2:9	George Clark	A.B.	Mr. St. Leach
	Richard Jones	"	Robert Thomas
	Payne Perry	"	Edw. Garrison
	Chas. A. Frost	"	Robt. Jameson
	George Hynes	"	Joseph Mulony
	Chas. A. Matthews	"	Chas. McLaughlin
	Thomas Cates	"	Douglas McKinnon
	Hammond Dorrice	"	Marcus Mott
2.Mt.	Robert Saunders	"	Malter Cunningham

Main Top

Mt	Henry J. Hancock	Mt	George Peabody
	Robert Holland		John Haggart
	Henry Ellars		William Coleman
	Joseph Hull		Samuel Horne
			John Kearney

Main Top. Yard S.P.

Mt	Samuel Brown	Mt	James Williams
	Michael McMillan		John Bernard
	Sam. B. Bailey		Rev. W. Marshall
	John Sweeney		Wm. Leigh
	Henry R. Boney		Martha Noyes
	Edw. Edwards		Wm. C. Thompson
	Causton, Phil.		Jacob Petty
	John Gallops		
	Chas. Henderson		
	Thomson Wick		
	Alex. Collins		
	Robert Bates		

Main Top. Yard (East side)

Mt	John Patterson	Mt	Mathew Patterson
	John Williams		Lamona Rhoads
	David Davis		Sam. C. Lloyd
	Wm. Johnson		James B. Clark
	George Parsons		Henry Montain
	John Nelson		Joseph Standbury
	John Williams		East Valentine
	William Garvey		Albert Simon
	John Welch		Theodore Judd
	Chas. Lewis		Wm. Vanderpool

Main Top. Braces

2.Mt	Edw. Quincy	Mt	William Blackburn
Carp	David Halffpary		Sam. C. Davis
	Stephen Warrum		Chas. C. Perkins
	Washington Smith	Mt	John Williams
	James Strong	A.B.	John Wheeler
Mt	Charles Black		Harrison M. Beale
	Peter Allen	2:9	Brian Kniffin
	James Murray	Carp	George W. Wilson
A.B.	Joseph Croates		James M. Butler
	Sam. C. Gable	Mt	Moses Lee
	Alfred P. Vanderwater		Harvey Parker
	Andron Tallo		Michael Sargant
	Alex. M. Leach		Isaac Smith
	Amazee Peatman		Peter Callahan
	John St. Long	A.B.	Thompson Mene
	William Tennant		Benj. Knapp
Naut	Wm. Courtney		Edw. Cullis
Mt	Lawrence Ellars		Marcus Mott
2:9	John F. Matthews	Naut	John McInty
	David Eby		Polhemus Craig
Naut	Jacob Brown		John Davidson

Capt

Maist	Jacob Jones 3 rd	Maist	Patrick Flynn
2 ^d M	M ^r Laffoe	"	John L. Clark
Carp	John Lane	"	William Wilson
	Ch ^s V. Boorman	"	Alonzo Kenney
Sdler	Lewis Collins	"	Bartholomew
"	Anders Roberts	"	Robt. Plinkhousp
Main	Pirate	Contant	M ^r Jones
"	"	Connally	Main
"	"	Harvey	Pirate
"	"	Thanna	Bedall
"	"	Kelly	Dunham
"	"	Sullivan	Maxwell
"	"	Moore	Carver
"	"	Patten	Modenwood
"	"	Shaffells	Cracey
"	"	Martin	Bullions
"	"	Richards	Evans
"	"	Milner	Trick
"	"	Woodward	Shuven
"	"		Carroll

Main 1st & 2^d Braces & Bunkins

M ^d	Henry Ell L ^r	M ^d	M ^r E. Leroy
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Main Traces

2 ^d M	Nath ^l Lord	M ^d	John Westworth
			Chas. Hearst

To attend M^d Sail & Main Mast

S^d Lt John H. Marshall

At The Wheel

2 ^d M	John Taylor	AG	Michael McNally
3 ^d C	Erick Johnson	Maist	Chas. Poline

To see clear M^d 1st & 2nd Clonins, 1st & 2nd Jackles & 1st & 2nd Shouts

M ^d	George Miller	M ^d	Rich ^d M. Mathias
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Mizen Top & Top Gall Bunkins

M ^d	William Howard	M ^d	Thomas Carter
	Francis Lyons	"	Henry Collins

Cross Jack M^d 1st & 2nd Top & 1st & 2nd Traces

M ^d	Pat ^r W. Murphy	AG	Washington Webb
"	Ferdinand Papp	"	Joseph Green
S ^d M	John Melli	"	David Moore
"	M ^r Mathias	"	John Phillips
Arm	Nath ^l A. Thomas	"	M ^r Brown 1 st
M ^d	John Boyd	M ^d	Henry Smith 1 st
"	M ^r Steaden	"	M ^r Smarty
"	John Boulton	"	Sat. Pined 2 ^d
"	Oliver Lalana	"	John Noble
"	James Barry	AG	Sat. Smith 5 th
AG	George Solly	"	Sullivan M. Smith
"	Davis S. Phillips	"	M ^r Eldridge
"	Smith Robinson	"	Robt. Graham
"	John Galt	"	M ^r Gallaway
Maist	Pat ^r Chapman	"	Michael Moore

Mizen Tops! Lanthaul				Cont?			
Mj	Thomas Armstrong	AG	Jeremiah M. Warren	Marine	Private	Gallagher	Marine
AG	Joseph Mullony		Michael Carson		Private	Loggans	Private
Mj	Joshua Carey	Mj	John Ripen			Matthews	
"	John Hallen	"	Thomas Stenard			Ronlaude	
"	John Ruth	"	John Smith 1 st			Barclay	
AG	And ^{rs} M. Lane	"	Sam ^l Carter				
"	John Elliot						
"	Joseph Butterfield						
Mizen Tops! Clinton & Brunline				Mizen Tops! Reef Tackles			
Mj	James H. Armstrong	AG	Thomas Phelan	Mj	Franklin Brooking	Maist	John Perry
Mj	Thomas Helms	"	John Morgan	"	John Langley	"	Joseph Noel
"	Anderson Quinn	"	John Harrison 2 ^d	"	Henry Buff	"	David White
"	Thomas McGinn	"	Chas. L. Tucker	"	Thomas Pined	2 ^d M	John McDonald
"	Benjamin Mallon	"	Sam ^l Messingaut	"	Thomas Bailey	Mj	Peter Spague
"	David Ross	"	Private Madden	"	William Valentine	"	Thomas Morris
Maist	John Lofgren	Maist	Sarge Gatchel	"	Bar ^l Algor	"	James Armstrong
Mj	John Newman	"	Cap. Foster	Arm	James Sparks	"	Munson Squire
"	James Edgar	"	Musie Marks	Mj	William Griffiths	Arm	Francis Brice
Mj	Thomas Cummings	"	" Williams	"	Thomas Dudley	Mj	Dr. Randolph
"	John Evans	"	Private Alascudat	AG	Theodore Bailey	Maist	M ^{rs} Forbes
"	John Kelly	"	" Baroni	"	William Clenden	"	Chas. Woodhouse
"	James Hancy	"	" Birano				
AG	John Corbett	"	" Connel				
"	Paul C. Spar	"	" Moon				
"	Patrick Dougherty	"	" Marmaduke				
"	David Innes	"	" Nelson				
"	Sam ^l Call	"	" Robinson				
Mj	Henry M. Carmichael	"	" Scholoy				
"	George Ross 2 ^d	"	" Smith				
Maist	Private - Smith	"	" Worlce				
"	" Ide	"	" Vandenbray				
"	" Neale	"	" Ward				
To Maist the Miz ^g Tops?				Mizen Top			
2 ^d M	Matthias Clark			Mj	Pick ^l M. Tillotson	Mj	Isaac Winslow
	And all the			"	Peter Bell	"	William Butler
				"	William Dompney	"	William Henry 1 st
				"	Henry Ackemant	"	

Starb.^d Mizon Tops.^d Gard

M ^y ^r	John Gardner Esaas Swanton John Hoyer George Cook Jas ^g Sanctorum John Stephens	M ^y ^r	William Nason-cook Henry Eagle Abraham Douglass James Robinson D. Thomas Simpson John A. Malloch
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Lar. & Mizen Topo. Yard

Maj ^r . William H. Robinson John Thompson Thomas Cooper Peter Anderson Benj ^d . Tiggard Ben ^c . McKay	Maj ^r . Nathan Higgins P ^r st. Nelson Chas. Grant Thos W. Owens Jas. A. Merrill Peter McKay
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Signals

2m	Rich. Libby	Main Dock	
3d	Albert E. Lomas	2d	John Israel (Cook)

Lower Deck

Mid	C. A. Auga	1 Corp	Benjamin L. Collier
Maka	Leonidas elsophi		

Orlop Deck

Mid	James Riddle	Maist	Leroy Boyer
Stor	Mrs. Pottsford	"	James Edgar
Idler	Chas. Lee		

Cabin

Mr	Raphael Gundolph	Louis Lindenbury
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Ward Room

Idler John Butler

Sick Bay

Idler Henry Allen

At The Court

1st Sailing Master — Simon B. Bissel

Loop

mid Rich^d L. Love

Loosing & Furling
Bill

Loosing & Furling Bill.

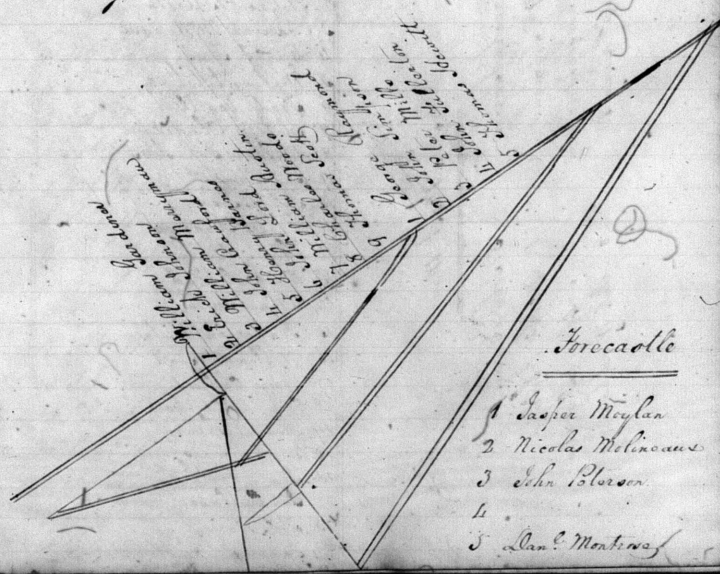
Quarter Deck.

1st Lieutenant
Midshipmen
d^o

Thomas M. Wyman
Wm. A. Wayne
Rich^d. M. Williston
Thomas H. Tallorson

Fore Castle

David R. Smart	2 ^d Lt
Carlisle P. Tallorson	Mid
Chas. A. Ayer	d ^o
Woodhul Schenck	d ^o
Thos. Ring	Boats ^{men}



Fore Castle

1. Jasper Maylan
2. Nicolas Melincane
3. John Petersen
4.
5. Dan C. Montrose

1. John Adams
2. John Adams
3. John Adams
4. John Adams

Free of the

5. John Adams
6. John Adams
7. John Adams
8. John Adams

1. John Adams
2. John Adams
3. John Adams
4. John Adams

Free of the

5. John Adams
6. John Adams
7. John Adams
8. John Adams

24. Columbus Hamilton
23. John Little
22. Nathaniel Morehouse
21. Francis P. Gordon
20. Joseph Penrose
19. John Jones
18. William Leach
17. James Haggard
16. Lewis Lamsie
15. John Murphy
14. Mr. Littlejohn
13. William Drake
12. John Jones 2^d
11. Stephen Knappleton
10. James Randall
9. William Small
8. John Wenditch
7.
6. John Gardner
5. James Thompson 1st
4. Joseph Reed
3. Saml. Wright
2. Lewis Sawyer
1. Robert M. Cloud

1. Thomas Collins
2. Stephen P. North
3. Jeremiah McManis
4. Daniel Lory
5. William Fletcher
6. Fred. Vogell
7. Henry Clagridge
8. William Johnson 2^d
9. John Jones 1st
10. John M. Jones
11. Robert Anderson
12. Henry Bailey
13. Michael Reed
14. Mary Smith
15. Katherine K. Nelson
16. William Wood
17. George Clifford
18. Cornl. Vanegebolt
19. Ben. Washburn
20. Saml. Jones
21. James Smith 1st
22. John Callahan
23. Mr. Penney
24. Jacob Perkins

18. William B. Orone
17. William Russell
16. Chas. Williams
15. John Roberson 1st
14. John Owens
13. Mr. Smith
12. Joseph Russell
11. Saml. Morrison
10. George Williams
9. Collins Willey
8. John Jones 1st

7. John Hamilton
6. George Carlton
5. William Perkins
4. Cornl. Bennett
3. Alex. Stafford
2. Joseph Willey
1. John Davis 2^d

7. John Tanning
6. Mr. Victorino
5. Paul W. Richardson
4. John Wilson
3. John Cault
2. Mr. Davis
1. Calvin D. Perkins

5. Chas. Borman
4. Mat. L. Lightner
3. Mr. Vassland
2. Andrew Rickett
1. Mr. Brown

1. Mr. Jay
2. Mr. Wiley
3. Mr. L. L. Lammie
4. Joshua Nyma
5. John Thompson 2^d
6. John West 2^d
7. Nap. B. Wenditch
8. John Marshand

1. John Smith
2. John Nicolson
3. Alex. Reed
4. John Thompson 1st
5. Mr. Sykes
6. Joseph Moratt
7. John Tanning

1. Chas. Jarvis
2. Robt. Lammie
3. Chas. Polson
4. John Rogers
5. Michl. Luggan

9. Robert Gray
10. Mr. Lambert
11. George Willey
12. John Williams 1st
13. John Redgro
14. Chas. Anderson
15. Edw. Hanger
16. John Thompson 3^d
17. Richd. Smith
18. John Baayman

1 Edward Cobban
2 Henry Allen
3 Joseph Wilson
4 George Jacoby

Main List

1 Joseph Wall
2 Chas. Edwards
3 Mrs. McNamee
4 Mrs. Haral

1 John Connor
2 William Clark
3 George Edwards
4 Chas. Davidson
5 Chas. W. Foster
6 Mrs. W. Foster

Main March Men

7 Lewis McNamee
8 Edw. Martin
9 Wm. Blackman
10 Wm. W. Ward
11 Wm. W. Ward
12 Wm. W. Ward

24 J. P. Sparks
23 M. H. Casafflo
22 Douglas McKenna
21 Chris. Becker
20 Amazon Bateman
19 Walter Cunningham
18 Marcus Mott
17 Chas. Macnaghan
16 Chas. Cates
15 Robt. Lamson
14 M. C. McNelly
13 Robert Turner
12 Alva H. Leach
11 M. Jeffers
10 Chas. McDonald
9 Chas. Miller
8 Chas. Mullony
7 R. Bacon
6 Hammond Edwards
5 George Byrnes
4 Robt. Saunders
3 Payne Perry
2 Nathl. Lark

1 George Clark
2 Phillip Rockham
3 M. Jackson?
4 Henry Wagner
5 John Wright
6 Wm. H. H.
7 Joseph Oliver
8 William Kniffin
9 John H. Matson
10 Matthias Clark
11 John Albert
12 Robt. Smith
13 Chas. J. Morrill
14 Bernard McFarland
15
16 Thomas Calhoun
17 William Black
18 Abram May
19 Ezekiel Norton
20 James Smith
21 John Campbell
22 John Mulholland
23 Wm. Eldridge

Mrs. Vanderpool
20 Theodore Dierlin
19 Albert Simon
18 Ernest Valentine
17 Joseph Sandberg
16 Henry Masten
15 Charles Clark
14 Saml. Lloyd
13 Lamonio Brown
12 Matth. Waltersby
11 Carl Davis
10 John Molok
9 Chas. P. Bailey
8 M. Garway
7 John Williams Jr.
6 George Stevens
5 William Johnson
4 David Davis
3 John Wilson
2 John Williams Jr.
1 John Patterson

7 Chas. Hoast
6 Sam. Murray
5 Chas. Feltner
4 M. Chapple
3 Edw. McQuinn
2 Henry Connor
1 Elias Thompson

5 Henry G. Maccock
4 Pat. Allen
3 John Hony
2 Andrew Bradley
1 Francis Willis

1 Sam. Brown
2 M. C. McLellan
3 Granston Apple
4 Theodore Spadine
5 John Hinnay
6 Henry P. Chang
7 Chas. Edwards
8 Moses Lee
9 John L. Ellis
10 Chas. Hutchinson
11 Euoman Birch
12 Chas. Collins
13 Robt. Baker
14 J. C. Williams
15 Hallett Baker
16 Benj. Marsden
17 Chas. P. Burhaus
18 Thos. Lloyd
19 Mathias Negro
20 Wm. O. Brown
21 Jacob Smith

1 Henry Barber
2 Chas. Black
3 Wm. Blackman
4 Pat. L. McKee
5 John Brown
6 Hugh Joseph
7 Thos. M. Low

1 Robt. Nelson
2 Henry Fry
3 Pat. Callahan
4 Sebastian Clark
5 Sam. Baker

1 Mr. Eldred
2 Henry Smith
3 Henry Williams

Myers

1 Ebenezer Martin
2 Mr. Martin
3 Sam. Carter

1 David Moore
2 Henry Wick

Myers

12 Dan. McWay
11 James Barry
10 Eli. A. Nichol
9 Thos. W. Crooks
8 Chas. Grant
7 Peter Wilson
6 James Higgins
5 Peter Anderson
4 Benj. P. Saggard
3 Thos. Crooks
2 John Thompson D.
1 Wm. M. Robinson

1 John Cardines
2 Isaac Hunter
3 John Henson
4 George Cook
5 John Stephens
6 Wm. Hancock
7 Henry Eagle
8 Abram Douglas
9 Ed. Robinson D.
10 Ed. Sanastor
11 Thos. Somerton
12 Eli. H. Welch

4 Peter Sprague
3 Thos. Wiley
2 Wm. Hendrix
1 Peter Hally

3 Benj. P. Mallman
2 Thos. Halva
1 Oliver Poland

1 John Hixon
2 Joshua Lacey
3 Wm. Valentine
4 Rich. M. Watkins

1 Thos. Carter
2 Peter Rice
3 Andrew Quinn

1 Mr. Bolder
2 William Smith
3 Henry Williams

Myer's

1 Isaac Martin
2 Mr. Butler
3 Sam. Carter

1 David Moore
2 Timothy Wick

Must Men

- 12 Dan. McKay
- 11 James Barry
- 10 Eli. A. North
- 9 Thos. M. Jones
- 8 Chas. Grant
- 7 Peter Miller
- 6 Marcus Huggins
- 5 Peter & Co. Lister
- 4 Benj. D. Taggart
- 3 Thos. Cooper
- 2 John Thompson D.
- 1 Wm. H. Robinson

- 1 John Gardiner
- 2 Isaac Denton
- 3 Gus. Harrison
- 4 George Cook
- 5 John Hopkins
- 6 Wm. Harwood
- 7 Henry Eagle
- 8 Abram Douglas
- 9 J. L. Robinson D.
- 10 Eli. Sanborn
- 11 Thos. Thompson
- 12 Eli. A. Welch

- 4 Peter Sprague
- 3 Thos. Butler
- 2 Wm. Monard
- 1 Peter Kelly

- 3 Benj. P. McManis
- 2 Thos. Halve
- 1 Oliver Poland

- 1 John Nelson
- 2 Joshua Carney
- 3 Wm. Valentine
- 4 Rich. M. Mathews

- 1 Thos. Carter
- 2 Peter Rice
- 3 Andrew Quinn

Spanker
and
Gaffs

1. Dan L. Alger
2. Wm. Smith
3. John Barclay
4. Thos. Hilday
5. Munson Loring
6. Wm. Griffiths

1. J. C. L. L. L.
2. Wm. L. L. L.
3. Wm. L. L. L.
4. Wm. L. L. L.
5. Wm. L. L. L.
6. Wm. L. L. L.

Rules and Regulations

U. S. Ship

Delaware.

Rules and Regulations

The Ship the Officers and Crew being placed under the Command of the Captain, he is held responsible by the Government for every thing done on board. It is his duty to see the laws and regulations of the Government carried into effect and to execute them; and from him is expected an example of respect and obedience to his orders. Of unswerving attention to his duty and a cheerful alacrity in the execution of it; in all situations and circumstances, he is expected himself to observe, and strongly enforce upon others the necessity of economy in the expenditure of Public Stores.

From him it is expected, that all whether Officers or others shall be corrected or their conduct represented, who are disobedient, or disrespectful to their Superiors, neglectful of their duty, wasteful of the Public Stores and property, or who by their conduct and conversation shall endeavor to render any Officer or other person dissatisfied with his situation or with the Service.

The Captain is bound to observe with particular attention, the conduct and Character of the Crew, and of all and every one placed under his Command, so that he may render to the Meritorious and praiseworthy, the merit of praise justly their due, and which the Department will properly appreciate; Under these circumstances he has drawn up a set of Rules and Regulations founded upon Laws and Customs of the Service which he hopes will be such as to answer his end, intended and he calls upon all on board placed under his Command to aid and assist him in having them duly obeyed and enforced on board the Ship.

The Articles of War passed by Congress of the United States and approved 30th April 1800, under

the rules and regulations and instructions prepared by order of the Hon^{ble} Secretary of the Navy under a Law of Congress passed 7th July 1815 and issued and directed to be printed into force Sept^r 17th 1817. by the Hon^{ble} The Secretary of the Navy—under the sanction and approval of the President of the United States are to be obeyed by all Officers belonging to the Navy and particularly by all on board this Ship.

Every Officer is to conduct himself with perfect respect to his superiors and show every respect and attention to those under his order, having a due regard to their situation and invariably so to demean himself, in every situation as to be an example of Morality, regularity and good order to all persons attached to the Naval Service; they will observe attentively the Conduct of all under their Command, encouraging and commending the meritorious, and censuring and reporting the misconduct of those who may deserve it.

If a Junior Officer or other person shall be oppressed, he is not to fail in respect, or obedience, but will be allowed to represent the oppression or misconduct by which he considers himself aggrieved, to the first Lieutenant who will report all the Circumstances to the Captain for his consideration.

The first Lieutenant.

The Senior Lieutenant on board the Ship is responsible for every thing done on board; he is to see every part of the duty as punctually performed and the internal regulations enforced as if the Captain were present.

In the absence of the Captain he may suspend any Officer from his duty, if it should in his opinion be absolutely necessary, and may confine such Men as he may think deserving of punishment; but neither he or any other Lieutenant is to release or punish any man who has been confined.

The Senior or first Lieutenant of the Ship will under orders of the Captain, Starch, Quarter and Station, the Officers and Crew, and have the superintendence of all the general duties of the Ship.

It is expected he will turn out in the morning and make the several Officers of the Department examine every thing relating to their respective Departments and make an inspection and report of all deficiencies, Chafings &c. so that every thing shall be kept in good order.

He is to sign and authenticate all requisitions and monthly returns nor is he to suffer any expeditures of Stores without an order signed by himself.

He may grant leave of absence to Officers during the day, and until 10 O'clock at Night; Officers wishing to remain until a later hour, or all night must be referred to the Captain.

He may allow Officers of the Main Deck lights until 10 O'clock; as likewise Officers who have rooms and the Deck; and the lights to the Marrant Officers until 9 in summer and 8 in winter, all other lights and fires must be reported out at 8 O'clock P.M. and at 10 all lights must be reported to the Captain as extinguished.

He will make no change or alteration in any part of the Ship or Rigging, nor make new, without consulting and reporting to the Captain; He will have the Stern Topails and High Gallant Sails fitted so that they can be sent aloft in as short a time as possible should it be rendered necessary from accidents or other causes.

He must have the Cistern Cocks frequently examined by the Carpenter to prevent any accident occurring.

He will likewise make the Carpenter as frequently as he can and always on arriving and before leaving a port, take the draft of the ship and have it entered in the log in order to ascertain her best trim for sailing.

He will regulate the expeditures of Oil, Brandies, and Fuel; he will station either passed or other Midshipmen on the several Decks, who will be responsible to him for their cleanliness and good order.

When in port he will consult us relative to giving Officers and all other permissions to be a boat from the Ship, as Senior Lieutenant he will see that the Lieutenant of the Starch is attentive to having his sails properly trimmed, sheets home, trusses, and Backstays taut or overhauled, as the case may require.

He will correct (and see it done) every point of duty which in his judgement he may deem necessary as it adds much to the efficiency of the Ship to have duty uniformly and correctly carried on, which can only be done by the Officers adopting and pursuing the systems observed by the first Lieutenant which they will do as far as circumstances will allow.

He is to have a report daily from the Surgeon or one of his assistants as to the cleanliness and good order of the officers, he is to have the crew exercised at their Guns both Cannon and small Arms, both by divisions as often as I may deem it necessary. In port he will see that they are frequently in dressing, Reefing, Standing Making & taking in Sail, the same as may be required at Sea.

He will exercise the Crew in using the Pike, repelling boarders and boarding, and at all times read them.

He is to be particular in attending to the Lower Decks and other Ports, to have them well secured when in and not to be triced up but in good safe weather.

He will keep a look or register of those men who behave well, that those who are meritorious orderly, sober and correct in their conduct and attentive to their duty may receive their promotion and indulgence which their conduct may justly entitle them to.

He will particularly see that the Revolvers and small arms with boarding Pistols are at all times to kept ready for active service.

The Magazine is to be frequently visited by him, and he is to see that it is kept in good order, clean dry, and well stowed and ordered. He to be turned at least once in every three Months, and at all times to have fifty rounds filled for service, the powder horns are to be kept full with the necessary quantity of tubs and never less than sixty for each Gun, and likewise four Matches primed for each Gun. He is to be particular to have all the Gun Locks well flinted and in good order, and in fact to have everything ready for immediate action, both by day and Night and a certain quantity of round shot to each Gun at all times and a proper quantity of rounds ready for immediate use. He will as Senior Officer have at all times ready to either Salute or return a Salute twenty one Guns loaded and to have at Sea and in Port, when Salute may be expected his loggish heads ready. The Reals must at all times be kept ready for service, both at Sea and in Port, when any defect shall be discovered, it must be immediately remedied; the Ship must at all times have all her rigging so as that she can be got under way as soon as possible. He is to have the Hammock clothes rolled up, or as to show the Hammocks when the Weather and other circumstances will permit, or as to give them as much Air and Sun as possible.

The Lieutenants

The Lieutenants are to be constantly attentive to their duties, and diligently and punctually to execute all orders they may receive for the public Service.

When Officer of the Watch he is to be constantly on Deck untill relieved by the Officer who is to succeed him. The Deck is never to be left without a Sea Lieutenant without a special order to that effect from the Commanding Officer.

He is to see that the Men and Officers of his Watch are alert and attentive to their duty, and that every precaution is taken to prevent accidents from squalls and sudden shifts of Wind &c. &c.

He is to be careful that the courses are properly stowed and noted on the Log, which he is to sign and be accountable for during his Watch.

He is to have his Watch mustered when he may deem it necessary, as he is accountable for their being on Deck. He is to never to permit the passed and other Midship men to leave the Deck in their Watch nor to subdivide it but to see that they regularly relieve each other.

He is to inform the Captain of all strangers, sails, Lights or indeed of any occurrence he may deem of sufficient importance.

He is never to alter the Ship's Course except to avoid danger, he may make or take in sail according to his judgment or discretion, but he is accountable for injury done to either Spars or Sails by impropriety or carelessness when he may think it necessary to take a reef or reefs he must before doing so report to the Commander for his orders, and he must not shake out reefs without orders from the Commander.

He is to deliver to the Officer who relieves him all orders, which remain to be executed, and to point out to him the Position of all sails in Company so that he may keep them in sight, by regulating the sail to be kept on the

Ship for that purpose, and to report to the Captain should he lose sight of any Vessels of the Squadron.

He is to keep his lookouts properly stationed, both during the day and night, and to see that they properly relieve; he is to have examined the state of the Pumps, the Gun Locks and lights all round, and in fact every thing for the safety and preservation of the Ship.

He is to have Men a loft at all times to take in the light sails which may be on the ship, and hands stationed by the Halliards & Stactoff; he is to be attentive to the Conduct of all the Ship's Company, prevent all profane swearing and indecous language, all disturbances, noise and confusion; to enforce a strict and prompt obedience to orders, proper respect to all Superiors, and an observance of discipline and Order.

He will permit no Boat to come to or leave the Ship without his knowledge and permission; when Vessels or Boats come alongside with Stores or Provisions he is to have them discharged as soon as possible and to have the same entered on the Log.

He is to inform the Captain if any Commander or Captain or Officer of higher grade should come alongside so that the proper honours may be paid him according to his rank, and at the time of calling to the Captain he is to send to the first Lieutenant that he may attend to receive the Officer on the Quarter Deck.

Before hoisting the Colours in the Morning, and after retreat at Night no Military Honours are to be paid without a special Order from the Captain.

The Commodore must at all times be received with the Honours due him according to the regulations of the Navy, with an Officer, Guard and twouffles with a Drum, without he may specially otherwise direct; and when about leaving the Ship or coming on board the Captain and first Lieutenant must be informed so that he may be received on the Quarter Deck by them.

He will inform the Officers at 4 Bells at Sea, that it is time to look out for the Meridian Altitude.

At Sea the Officer of the Watch will at all times acquaint the Captain of any change in Wind and Weather or if the Ship cannot be steered the course given her.

The Method of carrying on duty by the first Lieut. must be strictly observed by all the other Officers as variety in this respect is calculated to create confusion among the Crew.

The Officer of the Deck will immediately send down for all the Officers to repair to their respective Stations whenever he is ordered to have All Hands called to execute any special duty that they may show to the Ship's Company an example of alacrity.

The Lieutenants are referred to the Regulations as issued by the Hon^{ble} the Secretary of the Navy under date of September 14th 1814 for special and general duties assigned to Lieutenants as they embrace their duties more in detail.

No Officer or Man will be allowed to go on the Deck without he has special duty except the 1st Lieutenant and Officer of the Deck; who are not obliged there to make it a promenade as they thereby annoy and disturb the Commanding Officer; and no person will be permitted to stand on the Mast or the Rudder, or entrance on the Deck as by so doing they prevent a free passage to those whose duties may call them there.

The Surgeon.

The Surgeon or one of his Assistants must always be on board. He will cause a report written of the Sick, to be delivered to the Captain every morning at 10 O'clock A.M. at which time he may point out to the Captain any improvement which he thinks may conduce to render the Ship more salubrious or wholesome.

When Punishment takes place on board, he or one of his Assistants will attend and be ready to answer any questions respecting the prisoners health or ability to receive such punishments.

The Surgeon is to have entire charge of the Sick, and he is to direct the Hammocks to be taken down and carried on Deck belonging to those men whose health will not permit.

It is to pay particular attention to the cleanliness of the Sick berth which is under his immediate direction and must be kept clean either by scrubbing or washing.

When the number of Sick requires attendance in addition to the usual pay attendance there will be furnished on application to the 1st Lieutenant.

One of his assistants will inspect the Coffers daily and report to the 1st Lieutenant their state and condition.

Marine Officer.

The Senior Marine Officer will be held responsible for the good order and Soldier like appearance of the Marines; but the Marines are to be excused from Watch and all ordinary ship's duty, unless otherwise particularly directed by the Commanding Officer; but Officers Guard will be dressed (except in bad weather) and paraded on the Quarter Deck as soon after the hoisting of the Colours as the duties of the ship will permit, and kept ready for the reception of Officers and other duty until half an hour before sunset.

The Marine Officer has the detailing of Guards, posting of sentinels, and charge of all prisoners, and the orders given to Lieutenants are to pass through him and he or his alternate is to visit them at their posts and see that they are vigilant.

All sentinels and the Guard are to be considered under the immediate direction of the Marine Officer; should their conduct render it necessary, the first Lieutenant or Officer of the Deck may order them relieved and confined, but when it may be found necessary to relieve a sentinel or other person belonging to the Guard for neglect of duty or other misdemeanor the relief must be effected through the Marine Officer, and the circumstances reported immediately to the Commanding Officer.

The Senior Marine Officer will make me a written report daily of the detachment and of the prisoners he will drill the men frequently both at the Great Gun and small arms, and it is expected he will be very particular in making them go through their several exercises correctly.

The Marines off Guard will be allowed from 9 until 11 A.M. to clean their arms accoutrements &c. which must be done on the Main Deck and at such places as the 1st Lieutenant may designate, their belts may be exposed to dry on the beam on the Starboard side.

When at sea the Marines are to be regularly
Matched, and when on Watch, are considered under
the immediate orders of the Officer of the Watch in the
same manner as the rest of the Crew.

On Sundays the Marine Officer will have
all the Marines fit for duty in his division directed,
prepared for General Muster and reported to the first
Lieutenant as ready for inspection by 10 O'clock
at. No. and he will be held responsible for their Soldier
like appearance.

The Marine Officer will have
charge of the keys of the Marine Store Rooms, and Arm
chests, and see that they are amply supplied with Ball
Cartidges. -

PURSER.

No Bills are to be issued without my
order in Writing.

No private Stores in the Purser's Department
are to be brought on board without my permission; when
private Stores are procured it is the Duty of the Purser to
exhibit the bills for said Stores to me, from the persons from
whom they were purchased to the end that I may see that the
prices to be charged for said Stores are according to the
regulations of the Navy Department.

It is to be distinctly
understood that no Hats, no Shoes, no Handkerchiefs, nor
any other Articles of Clothing or Apparel, are to be issued to the
Ships Company as private Stores except by my Order.

The Purser will frequently examine into the
Condition of all Stores under his charge, and whenever it may
appear that any are damaged or spoiling he will report to
me without delay, that they may be aired or that a survey
may be ordered if necessary.

Whenever any Articles in his Department
are condemned or damaged as unfit for use, the Purser will
show the Survey to the Officer of the Deck that it may be
entered on the Log Book.

The Purser will deliver to me a
Weekly account of the expenditure of Provisions and Boulders
and the quantity remaining on hand.

A Commissioned Officer must certify
the serving of all Articles to his Division of Men from the
Purser's Department, and must also certify the receipt given
by his Men; it is therefore understood that all disputes
between the Purser and the Crew respecting accounts are
to be determined by the receipt Book and the
acquittances approved by me.

He is responsible for the good order of his Store and
Slop Room that they may be kept clean and well aired. -

Ships will be covered at least once a month, say the 1st at which time all persons acquiring them will apply to the Officers of their respective Division who will sign the acquisition when it will be approved by the Captain, and no article whatever either public or what is designated as private must be covered or issued but by the approval or order of the Captain.

Sailing Master.

The Sailing Master is required to pay great attention to the storage of the Stores, Provisions, and all Articles and every thing which can affect the Ships trim, which he will take with accuracy at all times before the Ship proceeds to Sea and at Sea whenever it can be done with tolerable accuracy and note it on the Log Book.

He will also cause the Log and Lead Lines to be frequently measured and will have the Log Book sent to the Cabin for the Captains inspection, once a week or whenever called for in which will be punctually and accurately registered the daily expenditure of Water and quantity remaining, as well as number of Sails with Latitude and Longitude by Dead reckoning & Chronometer.

The Cable and Harroor traw must always be kept clear and closed, and every Article of Ground tackling ready for immediate use.

At Anchor he will be particular that the Hawse is kept clear, and that there is no injury or chafing from the want of proper service, and a sufficient number of Chafing Mats, plates, parcelling, and rounding must always be provided and kept well aired. The keys of the Spirit Room are to be kept in his possession which must never be opened by Candle Light, nor without his knowledge and in the presence of one of his Mates, nor must a light ever be allowed to be taken into the Spirit Room for any purpose.

He will attend the stowing of Mats, and setting up Kedges under the orders of the 1st Lieut and will often carefully examine that it is in good order, and he will immediately report to the 1st Lieut any and all deficiencies he may discover in his Department so that the same may be rectified.

He is held responsible for the Navigation of the Ship under the directions of the Captain, and is therefore to lose no opportunity to ascertain the Ships place by

Chronometer, double Altitudes, Meridian Altitudes
Lunars, and in all and every manner practicable to
ascertain so desirable a fact and to report at Meridian
to the Captain the result of his day's work whether by
dead reckoning or a more correct mode to ascertain the
Latitude and Longitude of the Ship.

He is to take the bearings and distances as
often as practicable of such headlands and points as
may be in sight.

He is to ascertain as often as practicable the
rate of the Chronometer so that their rates may be corrected.

He is as often as practicable to ascer-
tain the variations of the compasses, he is whenever the
Captain shall require, to give him the true position of
the ship as far as it is practicable for him to ascertain it.

The Master is an Officer of whom a
much practical knowledge is required, both as a Seaman
and a Navigator and therefore his duties will at all
times require his most serious and strenuous exertions
and he will be held responsible for all dereliction of
duty or deficiency which he has not reported to the Captain.

The Master is referred to the regulations
issued by the Hon^{ble} the Secretary of the Navy under date
of Sep^r 17th 1817. for a more detailed arrangement of
his respective duties which he will be held accountable
for the non performance of.

Assistant Surgeons

One or two are at all times to be on board
nor are they to ask permission to leave the ship on
liberty to visit the shore without in the first instance
ascertaining from the Surgeon whether their services
can be dispensed with on board.

They are particularly
referred to the printed Book of Regulations issued by
the Hon^{ble} the Secretary of the Navy dated September 1817
and are to govern themselves strictly to the spirit and
letter of those orders.

Warrant Officers

The Boatwain, Gunner, Carpenter and Sail Maker, are held responsible for the good order and cleanliness of the Store Rooms, and for the expenditure of the Store in their different Departments of which they will make weekly reports to the first Lieutenant.

They will frequently examine the state of every thing in their respective Departments, during and after battle during blowing weather, or when in chase, or carrying a press of sails, and immediately report should they discover any thing out of order.

The Boatwain is held responsible for every thing relative to the Rigging and fitting of the Rigging, to have every thing strong, free from chafe, and as near as circumstances will authorize, combining strength and efficiency which is all important in a Man of War.

He as well as the Gunner, Carpenter and Sail Maker are referred for general and special orders to the regulations of the Navy as issued by the Hon. the Secretary of the Navy of Sept. 17th 1817. with the approbation of the President of the United States, and he and they are required to conform to all which is designated for their special duties and are ordered to have the same copied and hung up in their own respective rooms for their Government as they will be held responsible for all their duties as therein laid down and specially designated.

The Gunner will be held responsible for the Batteries &c. and every thing relating to their readiness for Battle.

He has no other duties assigned him except the passing and care of the Messenger which must be done under his orders, by his Mates and Quarters Gunners, and is likewise with the Boatwain, Carpenter and Sailmaker responsible for all deficiencies not reported to the first Lieutenant.

He is frequently to examine all the Shot and see that they are in good order.

The Carpenter is responsible for the good order of the Spar, Mast, Mastern Brakes, hull, and Deck of the Ship, and to see that there is no chafe, and at all times to have his tools, axes, &c. in good serviceable order and likewise to take care of all Spar Spar, plank, oars, and Lumber.

The Sailmaker is held responsible for the care and good order of the sails, which are never to be stored away damp, or in bad order, he must at all times have them ready to board, and fit for immediate service and ready to go to the Rack.

He is to have in charge all our vases both old and new as well as brass &c. together with all Hammocks, Rags and Tarpanlines, and to see the latter at all times matted and ready for immediate use.

He will also take charge of all Boats awnings, Boat Sails and Moulds &c. and will be held responsible for their being at all times in good order, clean, dry and ready for use.

Midshipmen.

The Midshipmen are to be divided into three Watches.

They are never to quit the Deck until regularly relieved, either at Meal times or at the expiration of their Watches, whenever they are sent with a Watering party or in a Boat they must assemblé, that the Men are committed to their charges, and no circumstances can warrant a breach of this important duty.

Every proper indulgence will be extended to the desiring, and the Genl. the Secretary of the Navy will be made acquainted with their merits.

They are expected to keep regular Journals, which are to be sent in for examination the 1st of every month, and to send their reckoning which must be from their own observation if possible, to be taken for Latitude and Longitude by Chronometers and S. Reckoning to me daily; their advancement in a great measure depends upon their attention to this important branch of their profession. We likewise their attention to the schools authorized by Government for their instruction and advancement.

They are to keep copies of the Quarters Watch and Station Bills, and internal regulations of the Ship which must be sent in Monthly with their Journals.

They are to supply themselves with Mathematical Instruments, Sextants and Quadrants, and such books as necessary in Navigation.

In their intercourse with each other a proper and gentlemanly deportment must be observed, improper familiarities in manner and language are to be avoided and reflections on each others conduct, loud talk and boisterous mirth in their messes disturb others and will not be permitted.

Good manners and proper decorum are alike inseparable from the Offices and the Gentlemen.

The First Lieutenant will report all improprieties which will be punished according to the customs of the Service.

Only the gentlemanly and well behaved will be indulged.

The Passed Midshipmen and Midshipmen are requested to keep their own accounts, so that at all times and more particularly at the last of every month they can ascertain what they have money due to them as both the Law and the Regulations require that they should not be in advance of the Purser, except by a special order of the President of the United States and this is never given except when an Officer is about leaving his Country for a foreign Station.

The Gentlemen, Passed Midshipmen and Midshipmen will deprive themselves of the gratification of visiting the shore, in the several ports, which this ship may touch in, should they not have money due to them.

The Crew.

Drunkards, quarrelling with each other, or absconding themselves from the ship without leave, smuggling liquor on board, or selling any of their clothes, is prohibited, and every one found guilty, will be liable to punishment.

They are to be in messes of 16 each and no alteration will be allowed except once in every 3 months, with the approbation of the 1st Lieutenant, and one of them is to be appointed every Monday, to keep the Birt, and Mess Chest, and make Utensils clean the following week, and is held responsible to the Officer for any neglect that may occur, and none but Mess, belonging to Boats when in Port are to be exempted from this duty except by order of the first Lieutenant or Captain.

They have permission from the Sec^y of the Navy, to stop on ration (except the Birt) for every 8 ratings to be received in kind by the Mess, and every man may have his ration of liquor stopped and be paid for it every three months, but no they will be allowed to be paid for except it is ordered to remain undrawn for that time, as it produces confusion in the accounts of the ship.

They are not allowed to make any exchange of clothes, one with the other except by permission of the Officer of the Division, nor are they to convert one garment into another without receiving the approbation of their Officer as he is responsible to have all their clothes in Order.

The Mess will be allowed to draw from the Store and to keep on hand at all times, two blue Suits, one for Mustering to be at all times kept in order, 4 Duck Shirts, 4 Duck Trowsers, 2 Flannel Shirts, 2 Black Silk Bedtaps, 2 pair of Shoes, 2 Hats, 4 pair of Stockings in the Winter and if they wear them 2 pair of Drawers, 4 pocket Handkerchiefs, if they wish to use them, Combs, razors, tooth brushes and 2 Shave brushes if they are wished.

At all times both in Winter and Summer they are after Sun down, required to wear under shirts either of Canvas Cotton or Flannel as may suit their wishes and as the opinion of the Surgeon of the ship may deem best.

When Hammocks are to be lashed up 10 minutes will be allowed, and each Watch when called will bring up their respective Hammocks to be stowed, and when relieved will take their Hammocks down and so on alternately once during the Watch when piped for that purpose they will be allowed to open their coat and air them, so as to keep them smart and dry, this is done to allow each man to keep his own bedding, and Hammock in order, which is conducive to cleanliness and health.

So soon as it can be done, Mess must shift themselves after having been wet, either by rain or Sea Water, and at no time will they be permitted to turn in, in wet clothes.

The Mess will at all times keep their bodies and skins clean, and wash and bathe as often as practicable in Summer, and they will be clean so that they can be mustered by Night Black every morning by divisions or General Quarters.

It is not expected that the Crew will put on their Mustering coat suit without a special order to that effect.

It is expected that the Crew will break themselves of the vice and bad habit of swearing, and of using profane language to each other otherwise they will expose themselves to punishment, it is a bad and disgraceful practice, which no man is whatever entitled to be guilty of more particularly taking the name of his Maker and Saviour in Vain, which has been too often with some instances, charged against Seamen.

The Crew will be allowed no hour to each Meal, and when at it, it is expected they will be as silent as possible, and civil to each other.

and should the Cook of their Mess, not be so attentive as he should be, or negligent in any of his duties he must be reported to the Officer of the Deck, who will make his report to the first Lieutenant for correction.

Should unfortunately any difference occur, with one and the other, they will not use disrespectful words, gestures, or menaces, but go to the Officer of the Deck or first Lieutenant and state the difference so that it may be amicably settled, as fighting and quarrelling will certainly render them liable to punishment.

When all hands are called to perform any special duty, the Crew will immediately repair with alacrity and order to their respective stations, and are frequently to consult the several Stations Bill and abstracts from their respective Captains, where they are stationed and the specific duty they each have to perform.

Silence at all times must be strictly observed and enforced, as without it no duty can well be executed.

Should any man on board suffer any grievance or supposed grievance, he is to report to the Officer of the Deck or first Lieutenant for an examination into it, so that justice may be done.

Should the Crew wish to make a representation of any grievance, or supposed want of indulgence, they will do so in a respectful manner to the first Lieutenant, by a deputation of Petty Officers, consisting of one Boatman Mate, one Quarter Master, one Gunner's Mate, one Captain of Stowage, and one of the Captains of the Deck, and the first Lieutenant will report the circumstances to the Captain for his decision.

It is expected that the crew will be at all times respectful to all Officers, and never to pass them particularly in the Quarter Deck without touching their Hats which mark of respect they will also show to foreign Officers.

The Men will be allowed proper washing days when they will have, all their clothes which may require it.

washed and put in order, and whenever the duties of the Ship will authorize it, they will be allowed time to put their clothes in order.

A proper time will be allowed the Men to smoke, which must at all times forward of the Gallies.

When any Men are from the Deck on duty, in Boats or otherwise, it will be the duty of their Mess Mates to take care of their hammocks, bags &c. and the Cook of the Mess are to take care that provisions are put by for them.

If the Crew are respectful, clean, sober and do their duty with alacrity, they may expect every indulgence consistent with the laws of the Service.

They will be allowed time to amuse themselves of an evening, and by asking they will be allowed Music for dancing.

The happiness and comfort of the Crew must depend upon themselves, and their own good conduct, as it is the wish of the Captain to extend to them every comfort which may be proper, he however wishes to be understood as not intending to grant more than the law, regulations and Customs of the Navy will allow, all offences committed against them, it is his duty to see corrected, and he never considers the offences as committed against himself, but as he is placed as the representative of the Government to see them protected in all their rights and wants, so is he compelled to punish all who disobey by either word, look or deed, he hopes he will be excused the disagreeable duty of punishing any man on board the Ship while he has command of her.

It is recommended to the men who may have been so unfortunate, as not to have had an opportunity of learning to read and write, or who have had the opportunity and not embraced it, show young that they will form themselves into a Class or Sunday School to acquire such a blessing and Solace as they progress in life.

It is never too late to acquire knowledge, at least to read the Bible and Testament, the good Books on which all found their hope of eternal life after we leave this World.

It is moreover recommended to those who have not entirely neglected their education, that they should form themselves into a class to acquire a sufficient knowledge of Navigation, to fit them for acting as Commanders, Mates, or prize agents, on board of any ship or vessel.

The Reverend Chaplain will with pleasure teach them if they will enable them to do by their attention and applications whenever their ships duty will permit.

Should any one on board feel himself indisposed he will at once report himself to the Surgeon as frequently a little case may remove the indisposition, which if permitted to remain unattended to, leads to long confinement and suffering if not to the grave.

The Boys of the Ship are especially under the care of the Master at Arms who will attend to the keeping them in good order and cleanliness, mustered every Morning and that they attend to their Schools, when their duties will allow, and he is not to allow them to get into the practice of chewing or smoking Tobacco as it is bad and injurious to their strength and Constitution.

The Master of Arms will correct them if they should be guilty of using any obscene or improper language, and should they not demean themselves with respect to their Officers in age they will be reported by the Cox to the first Lieutenant or Officer of the Deck so that their manners may be corrected.

They will be allowed to draw under the direction of the Master at Arms approved by the first Lieutenant, Cooks, Stales and Stationary in lieu of Grog Money, they will not be permitted to drink any liquor, as the amount is carried by the Purser to their credit, which they will receive

at the end of the Cruise when paid off.

The Cox are allowed and recommended to keep their own accounts in a separate book, and the Officers of their Divisions, will enter the Articles as they are received as the price of each Article which can be ballanced every Month, so that may ascertain at all times how their own accounts are with the Government.

The Cox are expected to be clean shaved and dressed by 10 O'Clock every Sunday morning when they will be mustered by the Officers of their respective Divisions, who will examine and report to the first Lieutenant when ready for general Muster at 10 past 10 O'Clock A.M.

Petty Officers shall wear the following marks of distinction. Viz. Waterman Mates, Gunners Mates, Carpenter Mates, Master at Arms, Ships Stowage, and Ships Cooks by an Anchor on the right sleeves of their jackets in Winter and Trowsers in Summer.

Quarter Masters, Quarter Gunners, Captains of Forecastle, Captains of Stern, Ammunition, Coopers, Ships Corporals, and Captains of the Hold, by an Anchor in the same manner upon their left sleeves.

The Anchor shall not be more than three, nor less than two inches in length, placed half way between the elbow and shoulder, upon the front of the sleeve; It shall be white when worn on a blue garment, and blue when worn on a white garment.

The Outside dress, Clothing of the Petty Officers, Seamen, Ordinary Seamen, Landmen and Boys, shall consist of blue cloth jackets and trowsers, blue Vest, Black Hat, Black Handkerchief and Shoes when the Weather is cold, When the Weather is warm it shall consist of white Trowsers, and Seamen Black or white Hats as the Commander may direct, and Black Handkerchiefs and Shoes...

No Petty Officer, Seaman or Marine are to be allowed to remain on the Shore after Discharge.

(excepting) on duty or at meal times without special permission being first obtained from the 1st Lieutenant or Officer of the Deck, which will be granted whenever the Gun Deck may be considered too crowded for the health and convenience of the Crew.

General Orders.

Article 1st

The Keys of the Magazine must be kept in the Captain's Cabin, when he is on board and when not they will be under the charge of the 1st Lieut.

Article 2nd

The Keys of the Boatwain, Gunner, Carpenter, and Sailmaker, are in charge of the first Lieutenant.

Article 3rd

The Keys of the Spirit Room are in charge of the Master, and when he may wish to leave the Ship, to go on shore, or to be absent for a short time, they must be put in charge of the 2^d Master, and if only one on board to the first Lieutenant.

Article 4th

The Gun Deck must at all times be kept clear and possible for action.

Article 5th

No Boats except on very particular duty, are to be absent from the Ship at meal times, nor over Gun fire except by the Captain's permission.

Article 6th

Boats are never to be left without a Boat hooker nor alongside when not in use, but moored astern or to the evening's Room with fenders out, and in blowing weather to be well secured.

Article 7th

Boats coming alongside are

to be searched by the Master at Arms, or Ship's Corporals and liquors found on board of them, are to be taken to the Officer of the Watch.

Article 8th

No clothes are to be negligently left about the Deck, nor in the Stairs, but all packed in the Trunks, nor are such clothes as may be found by passengers and others, on any pretence to be appropriated to their own use, but are to be brought on the Quarter Deck to the Officer of the Watch who will direct a proper enquiry to be made for the owner.

Article 9th

It is strictly forbidden to throw any dirt, bones, or dirty Mats out of the Ports, but dirt of all sorts is to be taken to the head, and covered well down before it is started. It is also forbidden to enter the Ship, or get into boats through the Ports down the sides or any other way, than the Gangway steps or Stern ladders nor are any Man allowed to lounge in the Chaise, Boats or ports, or on the Roofs.

Article 10th

No Ship's duty but such as are absolutely necessary, are to be performed on Sundays.

Article 11th

In port a Boat is to be sent on shore every evening to bring off whoever may be absent on leave, which is to put off at sunset from the Ship and is not to be detained longer than half an hour for that purpose.

Article 12th

Officers are requested

and desired to refrain from making any remarks on the probable object of the Cruise, or destination of the Ship, or that of the Squadron, in their correspondence with their friends; this is an order from the Board the Secretary of the Navy and the good sense of the Officers, will it is hoped see the propriety of its being adhered to.

Article 13th

All Officers are required to exact from their inferiors the most ready, ungrudging and respectful obedience to their orders, and it is required of all inferiors, that they do not neglect any exterior marks of respect, when they address or are addressed by a Superior on Deck.

Article 14th

All Officers are required to preserve the strictest silence, among them under their Command and to cause all orders to be executed with the greatest possible celerity and without confusion.

Article 15th

Officers and Petty Officers are required to make themselves acquainted with the Ship's Company, that they may always address them by their names when duty requires them so to do.

Article 16th

No Petty Officer, Gunner or Marine is to have permission to go on shore without the Captain's leave, and having obtained permission the Officers of the Deck must see that they are clear and decent before they leave the Ship.

Article 17th

The Officer of the birth

Deck will daily inspect the Mess Chests, Kettles, Pans and bread boxes, that they are clean; the Orlop Deck is not to be washed but by order of the 1st Lieutenant who will consult the Surgeon before he directs it when the weather be rainy or damp, or such as to render it doubtful whether it would be advisable to have the Deck wet; he will have it White Washed every Month if Lime can be procured, Scraping Deck, Ladles or gratings is not allowed, sand and Stones are to be used instead and drying Stones must in all cases be used after the Deck has been Washed, and in damp weather when the 1st Lieutenant shall direct.

Article 18th

The Clerk is to take an account of all Public Stores, received on Board or landed he is to furnish the Master with a copy which must be entered on the Log Book, he is also monthly to enter the Ships Expenditures and file the returns of the different Officers and he is held responsible for the Provisions Stationary under his charge.

Article 19th

The Crew are to be mustered at Quarters every Morning and evening, in the Morning at 6 in the evening at half an hour before sunset, and the Officers will Notice such as are absent and report those who are otherwise.

Article 20th

A Sentinel is to be placed over the Fresh Water Tank and every precaution used to guard against improper consumption, none is to be taken from the Tank without permission from the Master's Mate of the Deck, a passed Midshipman or Officer of the Deck as the case may be.

Article 21st

No Officer is to stop a Man's Log for more than 24 hours without my permission, the Surgeon excepted who regulates the allowance of the Sick.

Article 22nd

The Parade must be neatly squared and ropes hauled taut by 8 A.M. in order that the Crew may go to Breakfast, Dinner is to be ready and reported to the Officer of the Deck, by bringing a Sample of the Soups and Meats, and piping at Musicians, Supper at 4 P.M. in Winter and 6 in Summer Beer or liquor to be served on Thurs at Breakfast, on at Dinner, and the other at supper, at all times one of the Master's Mates or one of the Midshipmen will attend to see that Purser Steward and his Assistants, serve out correctly, the provisions and Beer to the Crew at such hours as may be designated.

Article 23rd

No fire is to be allowed in the Gallery after 8 O'clock in Winter or 9 in Summer, except such as may be necessary for lighting Matches, and making preparations for Battle &c.

Article 24th

The Ship is not to be left with less than 4 Lieutenants, and one half the number of Midshipmen, on board except on special duties, the 1st & 2nd Lieutenants must never be absent at the same time.

Article 25th

The Stowage and Bookfit Officers are to turn out at 4 A.M. and send their Hammocks on Deck, they will also have their tables below when the tops of the Hammocks are piped down. The 1st Lieut will designate a place for them.

Article 26th

No Officer who has charge of a Mustering party, boats crew, or any other men detached on service has authority to grant them leave to quit the Port or work they are engaged in, on liberty of any kind, no matter what may be the pretence; and they are expressly forbidden to do so, the loss of men and unnecessary delays they will be held accountable for.

Article 27th

The Master at Arms is the proper Officer of the North Dock, he is in addition to the securing of the Prisoners, extinguishing lights and fires, and aiding in cleaning the North Dock; to report to the Officers of the Dock all riotous and disorderly persons in the Ship, and whatever may transpire contrary to the rules of the Service and the regulations of the Ship, he is also held accountable for the internal regulations of the Ship being upon the North Dock for the information of the Crew.

Article 28th

When in Port the Lieutenants are in rotation to take the Dock from 8 A.M. to 8 P.M. (the 1st Lieut excepted) They are to receive all visitors and attend the Dock duties generally, and it is ordered that they will appear with Epaulattes and side dems under clothes white or blue.

Article 29th

When we are Company with any other of the Public Vessels at Sea, the Officer of the Watch is particularly directed to note on the Log Book our situation with regard to the other Ships or Vessels of the Squadron and the supposed distance, the strictest attention must be paid to keep our position; If we cannot do so, we are to be informed of it with the reasons that prevent it.

Article 30th

The Lower Deck Guns are never to be loaded without special directions from me, the Spear and Mower Deck Guns in going out of Port will be charged with one round shot, the Lower Deck Ports are to be lined with Tarwrought, and every precaution taken to keep the Ship dry.

Article 31st

All persons on board the Ship are strictly forbidden to throw overboard empty barrels, boxes or any other Article that will serve for fuel they must be given to the Ship's Cook and used at the Galley.

Article 32^d

The best Men, are not to be attached to Boats; their Crews must be composed of Native Americans, ordinary Seamen and Landmen principally. In each of the large Boats two Seamen may be put. No Oars are to remain in the Starboard Sheete of the Boat and no greater number of Men attached to them than are actually necessary. The Boats are always to have a Boat Hooker in them and kept neat and clean, as well as their sails and Coverings, the latter must be kept spread in warm weather, and fitted snugly. All Boats are to have good powder and two Boat Hooks in each.

Article 33rd

No Officer or Man will be allowed to go on the Poop, without he has special duty except the first Lieutenant and Officers of the Deck nor are they to make it promenade thereby annoying and disturbing the Commanding Officers.

Article 24th

Every Officer is required and directed to wear his Uniform at all times while on public duty, nor must he in the slightest manner deviate from it, as ordered and designated by the Hon^{ble} the Secretary of the Navy, either on board or while visiting the shore while absent from the United States nor even in the United States while attached to the ship without special permission obtained. No Officers will go on the Quarter Deck without being in the Uniform which belongs to his former rank and which designates it. The Lieutenant of the Deck when in Port, will be designated by wearing his Epaullettes, Cocked Hat, and side Arms with White or Blue underclothes, and at Sea will wear his Epaullettes except in bad weather.

Article 25th

The Magazines must be never be opened but by order of the Commanding Officer, when every precaution must be taken to prevent accident from fire, The Gunner must always attend and a Lieutenant except when they are opened for quarters.

Article 26th

The Quarter Deck must be considered a Military Parade the Honours due on entering it, either from the llo or from a Boat cannot be dispensed with a polite deportment from one Officer to another is expected nor will any improper behaviour be suffered upon it.

Article 27th

The Weather side of the Quarter Deck is reserved for the walk of the Commanding Officer of the ship when he is to suffer no intrusions and in Port the Starb^d side, no one is to allow any communications with himself except on duty, as it is expected that his time will be devoted a lone to the duties of the ship.

General Order to be substituted for Art^{le} 21st

In article 21st It is permitted that an Officer may stop a Mans grog for the space of 24 hours for minor offences.

As many of the crew, have voluntarily stopped their Grog and receive pay for the same, it may cause much injustice to those who do not do this, by ordering their grog stopped. I do hereby order from this date that no Officer shall order the Grog of any of the crew stopped by way of punishment, should the offence be such as to require that punishment be inflicted, the Officer may punish the offender with a Coll not to exceed 100 cuts over their whole backslapping always the Senior Lieutenant, as executive Officer who cannot exceed one day for any one offence, should the offence be such as in the opinion of the Officer a more severe punishment be inflicted the offence with all the circumstances must be reported to the Captain for his decision. The Petty Officers who may deserve punishment for a minor offence must be reported to the Executive Officer, who has received orders to punish them according to the offence committed.

W. S. Dick LaBarre
Naples 11th 1850

Signed

En: D. Nicholson
Captain

Fire

In case of any alarm of fire, when not in action the drum is immediately to beat to quarters, where the crew are to rapaidly with all dispatched and await orders.

The 1st Lt. Lieutenant are to visit the place where the fire is situated and make report to the Captain immediately.

The Senior Lieutenant is to see that the Captain in the Main Hatch is filled and the North Hatch Division ready to assist in passing Water.

The Firemen are to form in both Gangways with Buckets filled with Water, and there await for orders. The Engine is to be rigged full and ready. The Carpenter is to rig and fetch the Pump. The Boatswain and Sail Maker are to examine the Store Room and report as directed.

The Gunner is to rapaidly to the Light Room scuttle of the Main Magazine, and unlock the same, but on no account to open it without orders. He is however to remain in this station in readiness to fill the Magazine with Water should he receive such orders from the Quarter Deck.

The Gunners Mate stationed in the Store Magazine is at the same time to remain to the Store Magazine scuttle, which he is to unlock, but not open, unless he should receive orders to destroy the Powder, in which case he is without a moments delay to effect the same by the Water, supplied from the North Hatch.

The Marines are to be drawn up on the Quarter Deck with Muckate loaded, and Bayonete fixed.

No person is to leave his Quarters without orders, on the pain of immediate punishment of the severest kind, and every exertion must be made to prevent noise and confusion.

Quarters

When the Crew are called to Quarters the Officers of the Divisions, are to see that their men are all present, and sober and that every thing is in perfect order for action which they are to report to the Commanding Officer.

During an engagement every exertion must be made to prevent unnecessary noise and confusion, and the strictest attention be paid to the orders which may be given from the Quarter Deck.

The Carpenter is to see the Pump rigged, to sound the pump well often, and should he discover any unusual supply of Water, in the Well he is immediately to inform the Commanding Officer of the same.

He must also have a sufficient supply of shot plugs ready for immediate use.

Salutes to be observed among Officers in Boats.

Commodore.

Captains and Commanders to lay on their oars in passing him all other Officers to keep their oars.

Captains & Commanders.

Commissioned Officers to lay on their oars, Warrant Officers to keep their oars.

Ward Room Officers

Warrant Officers

to lay on their oars.

Officers of corresponding rank are to salute by touching their caps. Loaded boats at all times, and all Boats in rough weather, to salute only by the Officer and each touching their hats.

When Boats approach the same wharf at the same time, the Senior Officer is to allow his Junior Officers to land first. The same in going alongside of the ship.

When Boats are coming the same way the Junior Officers must not pass ahead of his Senior, unless upon urgent duty.

General Orders

Officers of every grade attached to the Squadron under my Command, are required whether on shore or on board, or on duty, or on leave, to appear in and strictly to conform to the Uniform dress of their respective grades, as prescribed by the General Orders of the Navy. The Secretary of the Navy under dates of May 1st 1820 - July 16th 1821 and January 26th 1822.

Signed D. C. Patterson

Navy Department
Sept. 9th 1822.

After the receipt of the order, each man on board our vessels of War, formed from the 12 U. S. Officers, Seamen, and Marines, and consisting of eight persons will be allowed to stop one entire ration (the spirit part excepted which will remain as heretofore regulated) and to receive the said ration in kind on their arrival in Port, where in the opinion of the Commander it can be done without injury to the Service provided that the whole and not particular parts of the rations be stopped the time of payment regulated by the Commander, and that the articles are exchanged on board, or alongside of the respective vessels and not taken on board of those for sale.

Signed Levi Woodbury

(Copy)

Naval General Orders

As some Officers have accepted presents contrary to the provisions of the Constitution of the United States and deposited them on their return in the Department of State, I am directed by the President of the United States to require of all Officers of the Navy that they will not under any circumstances, unless the consent of Congress shall have been previously obtained, accept presents of any kind from any King, Prince or foreign State.

Navy Department
26 Jan'y 1824

Signed
Levi Woodbury

General Orders.

Naples Bay, Jan. 26 1834.

The Midshipmen of the Watch who are stationed in the tops are not to be sent up to attend to the duty there, without the Royals are set, which they are not on the Ship they will attend to duty on the Quarters Deck.

When "All Hands" are called to make or take in Sail, the Officers stationed in the Tops will go aloft and attend to the duties assigned them.

The Younger Officers who are acting as assistants to the Passed Midshipmen, or Matros in charge of the Gun Deck, and Orlop are to be changed monthly, so that all may have an opportunity of making themselves acquainted with such duty on board the Ship.

General Orders.

At Sea off Candia

July 7th 1834

The Lieutenant being in charge of the Deck, will be most particular and prompt in reporting to the Commodore every morning at 8 A.M. all Land and Sails which may be or have been in sight from daylight and during the day, the same report must be made to him of all Land and Sails which may be seen, with their bearings, and at Sundown all Land and Sails must again be reported, by the Lieutenant having charge of the Deck, more particularly must be reported the bearings and distance of such vessels of the Squadron as may be in company with the Flag Ship, both at 8 O'clock A.M. and at Sundown, to the Commanding Officer for his information, as likewise any occurrence which may be supposed of such consequence that the Commanding Officer should be made acquainted with.

Such reports as are made to the Commander must at the same time be made to the Captain of the Ship, and after Sundown all reports must be made to him.

General Orders

Salva Aug. 14th 1804

The Chief Lieutenant as Police Officer, will take cognizance of all offences, which may be committed against the Laws, Regulations and Police of the Ship, by the Marines, and will award to them the same punishment, as to the Petty Officers, Stewards, Ordinary Seamen, and Boys of the Ship, when the offence is not military.

Should a Marine when on duty, as a Soldier, misbehave or conduct himself improperly, his conduct is to be investigated by his Captain or Commanding Officer who is authorized to punish him, if found deserving of punishment, in the same manner as is the Chief Lieutenant allowed to punish Marines and others of the Crew for offences committed against the Police of the Ship. (viz) not to exceed nine or twelve cuts with a Cotte.

Should the Offence be of such a nature, as in his judgment to require a more severe punishment the facts will be reported to the Captain of the Ship for his investigation and decision.

The Captain of Marines or the Officer of the day of the Guard, will receive orders relative to Prisoners both as to their confinement, liberation or removal, except in cases of absolute necessity when time, will not allow the order to be given, but to a Sergeant or Corporal.

In fact all orders relative to the Military part of the duty assigned a Guard of Marines, on board a Ship of War, must pass through their regular Officers as is designated by the regulations under the head of a Marine Officer.

General Order relative to the Marine Guard and Military Honours.

When the Ship is in Port, an Officer Guard will be at all times, dressed and in readiness to pay the Military Honours, due to the several Officers entitled to receive them by the regulations of the same.

The Officer of the Deck, will at all times order an Officer Guard, (and at the time he must send to the Lieutenant of Marines, that he may attend as is his duty as Officer of the Guard) to be turned out for their Commanders, when they on leaving or coming on board of the Ship, as may without he may receive a special order to the contrary.

He will at all times order a Sergeant Guard, to be turned out to pay the Military Honours due to Captains (whenever they may have their Chautelle on) whether on leaving or coming on board of the Ship, without a special order to the contrary.

He will at all times order a Corporal Guard to be turned out to pay the Military Honours due to a Master Commandant (when having his Chautelle on) whether on leaving or coming on board of the Ship without a special order to the contrary.

All Straight Officers, will be paid such Military Honours as their rank may entitle them to receive, whenever they may visit the Ship.

It is to be understood, by the Officers of the Deck, that the same Military Honours, are to be paid to the Captain of this Ship, as is ordered to be paid to Officers of his rank, without a special order shall be given to the contrary.

(Signed)

John W. Nicholson

Captain

U.S. Ship Delaware
at Sea, Aug. 10th 1805

Dimensions of Hull

	ft.	in.
From outer part of Night Head to Centre of St. Mast	32	1
From centre of Fore Mast to centre of Main Mast	87	6
From centre of Main Mast to centre of Mizzen Mast	150	2
From centre of Mizzen Mast to Taffrail	40	"
From Orlop Deck to upper part of Lower Gun Deck	17	9
Breadth of beam on Orlop Deck	56	6
Extreme breadth of Ship	58	"
Extreme breadth on Lower Gun Deck	54	2
Breadth of beam on d. d.	50	6
From upper part of Lower Gun Deck to upper part of M. S. L.	7	9
From Main Gun Deck to Spar Deck	7	8
From Spar Deck to upper part of Sail	7	"
Breadth of beam on Spar Deck	45	14
Extreme breadth of Spar Deck	48	9
Extreme breadth of Main Gun Deck	52	8
Breadth of beam on Main Gun Deck	49	4

Dimensions of Masts and Spars

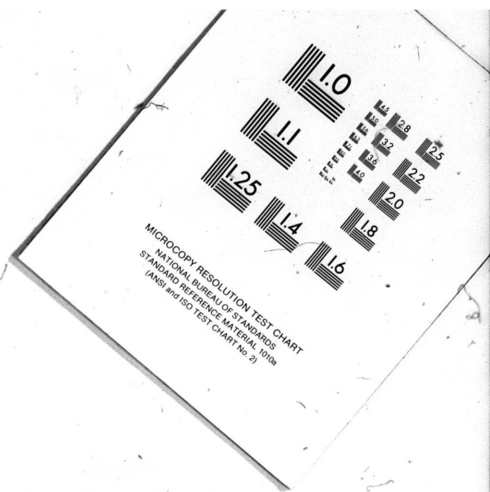
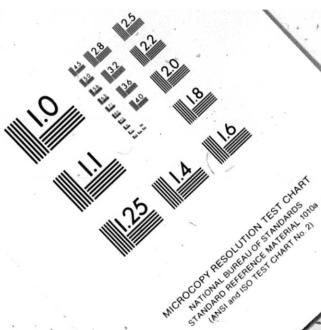
	Length	Diameter	M.	Head
	ft. in	in	10 th	ft. in
Main Mast	124 6	40	20	"
Fore Mast exclusive of Keel block	70	21	5	"
Top Gallant Mast	35	12	6	"
Royal Mast	24	9	"	"
Head on pole	15	"	"	"
M. Flying Gunter Staysail Mast	42 6	6	5 poles	
Fore Mast	115	36	5 18	"
St Mast exclusive of Keel block	65	21	5 10	6
Top Gallant Mast	32	12	"	"
Royal Mast	22	9	"	"
Head on pole	12	"	"	"
Flying Gunter Staysail Mast	38 8	5	7 1/2 poles	
Mizzen Mast to top on Orlop Deck	105	26	5 16	"

Dimensions of Masts and Spars contd.

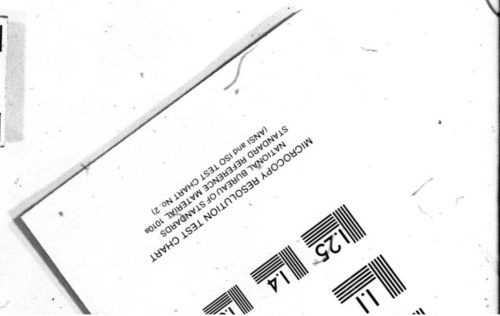
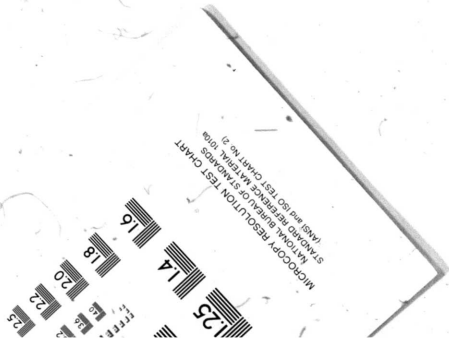
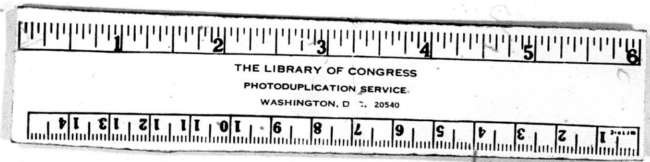
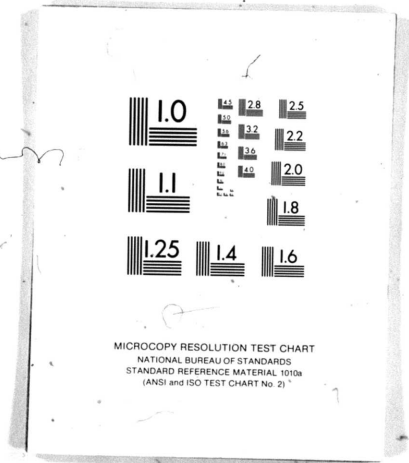
	Length	Diameter	M.	Head
	ft.	in.	10 th	ft.
Mizzen Topmast exclusive of keel block	55	"	16	5 9
Top Gallant Mast	29	"	9	5 "
Royal Mast	20	"	6	5 "
Head on pole	10	"	"	" "
Flying Gunter Staysail Mast	24	8	4	5 4 poles
Main Yard	107	6	26	5 5 ft. 6 in.
Top Sail Yard	78	"	17	5 6 6
Top Gallant Yard	52	"	10	5 2
Royal Yard	36	"	7	" 1 6
Staysail Yard	24	"	4	7 1
Fore Yard	96	"	21	5 5 "
Top Sail Yard	71	"	16	" 6 "
Top Gallant Yard	46	"	9	5 2 "
Royal Yard	32	"	6	5 1 6
Fore Staysail Yard	22	"	4	5 1
Cross Jack Yards	80	"	16	" 7 6
Mizzen Topsail Yard	52	"	11	" 4 "
Top Gallant Yards	30	9	6	5 1 6
Royal Yard	26	"	4	5 1 "
Staysail Yard	15	"	3	" " 9
Spinnaker Yard	52	"	11	" 4 "
Boo Spirit	78	"	40	in the top
Sib boom	60	"	16	5 in the cap
Flying Sib boom	48	"	10	5 5 poles
Sib of Sib boom	12	"	7	" 5 poles
Spanker boom	60	"	16	" " "
Spanker or Miz. Luff	38	"	9	" 5 poles
Main Luff	50	"	8	" " "
Fore Luff	37	"	9	" " "
Longtail boom	34	"	7	" " "
Longtail Yard	15	"	2	5 " "
Lower Studdingail boom	60	"	11	" " "

Dimensions of Masts and Spars Contd.

	Length.		Diameters		No. of	
	ft.	in.	10 th	ft.	in.	ft.
Lower Studding Sail Yard	31	"	5	5	"	"
Top Mast Studding Sail boom	51	"	10	5	"	"
do do Yard	31	"	6	"	"	"
Top Mast Studding Sail boom	27	"	7	"	"	"
do do Yard	22	"	4	"	"	"
Lower Royal Studding Sail boom	28	"	11	5	"	"
do do Yard	12	"	3	2 1/2	"	"
M. & M. Studding Sail boom	27	"	11	"	"	"
do do Yard	24	"	6	"	"	"
M. & Hall Studding Sail boom	14	"	7	5	"	"
do do Yard	20	"	4	4	"	"
M. R. Studding Sail boom	17	"	11	7 1/2	"	"
do do Yard	14	"	3	2 1/2	"	"
M. & Hall Studding Sail boom	27	"	5	7 1/2	"	"
do do Yard	17	"	3	"	"	"
M. & Royal Studding Sail boom	18	"	3	5	"	"
do do Yard	11	"	2	7 1/2	"	"



14:1



CONTAINER 5
THRU
CONTAINER 12

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